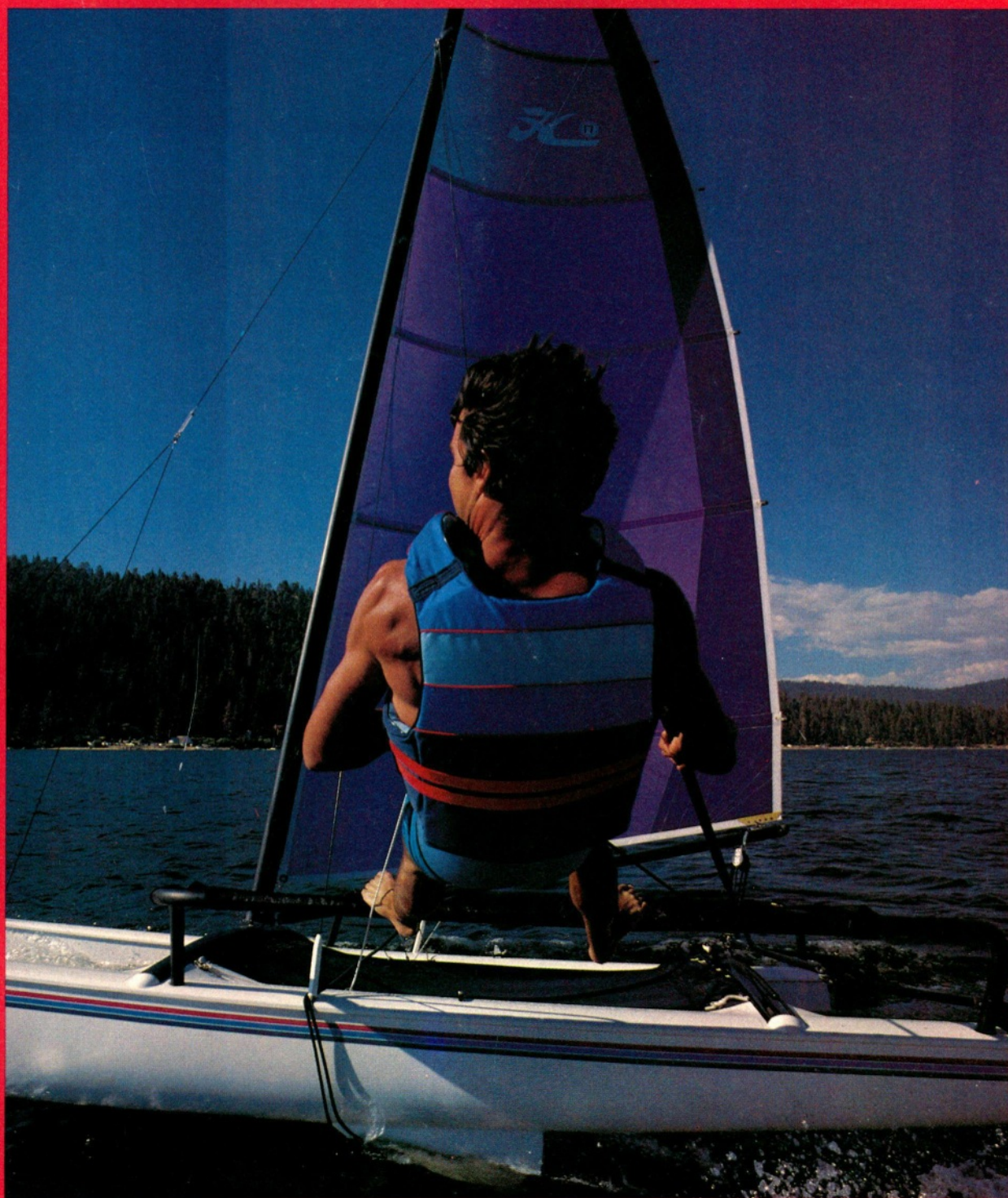


# *Hobie* **HOTLINE**

NOVEMBER/DECEMBER 1985

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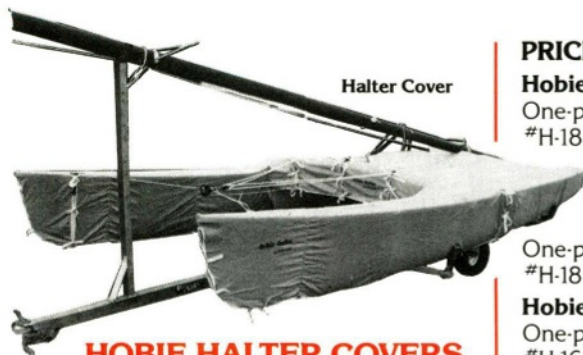


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Halter Cover

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Wine Vane Length - 8" (203mm)

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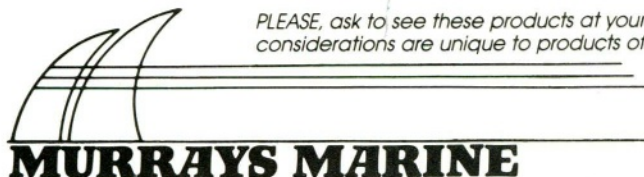
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### SYMPTOM #1: "THAT SLOPPY FEELING"

Walk over to your favorite catamaran (any type, any size, any age). Place one hand on a tiller arm and one hand on the crossbar; try to push/pull the connection apart. If there is ANY connector "slop" the poor boat is starving for a little TLC™ ...if there is a lot of "slop" the boat may need intensive care!

Repeat the push/pull test again. Notice how all those connector parts move and interact relative to each other. Especially notice the amount of the free-play. (Clyde says to remind you that all that "slop" exists at BOTH ends of the crossbar!) Any such "slop" in the crossbar will allow the rudders to vary their alignment under sail. Any such variation in rudder alignment can significantly contribute to your boat's hydrodynamic drag.

Consequently "That Sloppy Feeling" is very bad news for racers!

**THE CURE:** GIVE YOUR BOAT A LITTLE TLC™!! A TLC™ tiller linkage connector has absolutely no "slop".

IF YOU ARE NOT REALLY INTO RACING, THERE ARE SEVERAL OTHER SYMPTOMS OF TLC™ DEFICIENCY SYNDROME (OTHER THAN "FEELING SLOPPY") THAT MAY INTEREST YOU:

### SYMPTOM #2: "THE WALLOWED - OUT LOOK"

Wallow-out holes in the end cap castings (on the tiller arms and crossbar) are caused by the stainless steel connecting bolt striking the edges of these holes during normal use. If this metal to metal binding/contact is permitted to go unchecked for an extended period, the amount of slop gradually increases and eventually the affected parts will fail or be rendered unserviceable.

**THE CURE:** PAMPER YOUR END CAPS WITH A LITTLE TLC™!!

A TLC™ tiller linkage connector has a connecting shaft that does not move about in the end caps and absolutely does not wallow-out the holes.

### SYMPTOM #3: "HYPER TENSION"

Some connectors actually limit tiller deflection by building up tension and bending forces in the connecting bolt. This force may vary from virtually zero near neutral, to a very large maximum near the outer limits of tiller throw. The deformation caused by such forces is very easy to see on a well used connector bolt. You can also compare the arm tiller "throw" with the crossbar connected and disconnected. This comparison clearly illustrates that the connector (itself) absorbs the turning force and limits the deflection. Such repeated stressing can result in fatigue failure of the bolt or fracture of an end cap casting. Although adding a spring will cushion some of the shock at max deflection, and will take up some of the loose slack around neutral-- it also increases the margin of "slop".

**THE CURE:** RELAX -- AND TAKE TWO TLC™s!! A TLC™ tiller linkage connector does not generate internal tension or limit tiller motion in any known tiller sailing position (or any combination of known positions).

### SYMPTOM #4: "HYPER ACTIVE"

Some complicated connector set-ups have over 20 separate parts (including springs) that are expected to wiggle, mash, compress, swivel, twist, rotate, pull, and rub against each other -- on twenty (or more) different contact surfaces!!

**THE CURE:** RETURN TO BASICS WITH A LITTLE TLC™!!

A TLC™ tiller linkage connector has only two simple parts that rub against each other, and that rubbing occurs on only one "ball-bearing" surface!!

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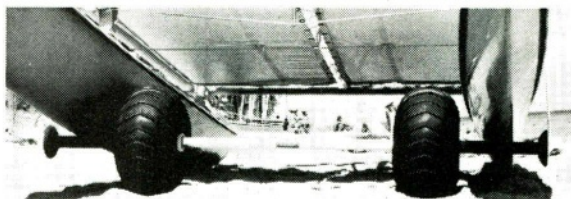
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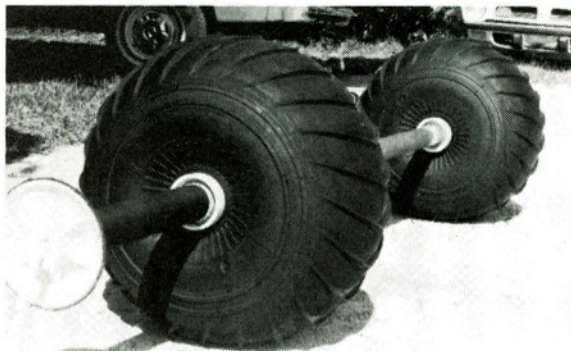
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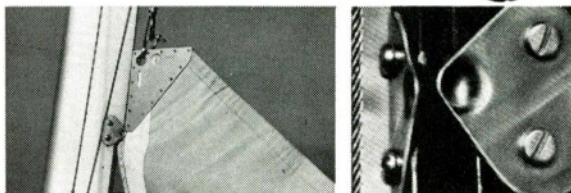
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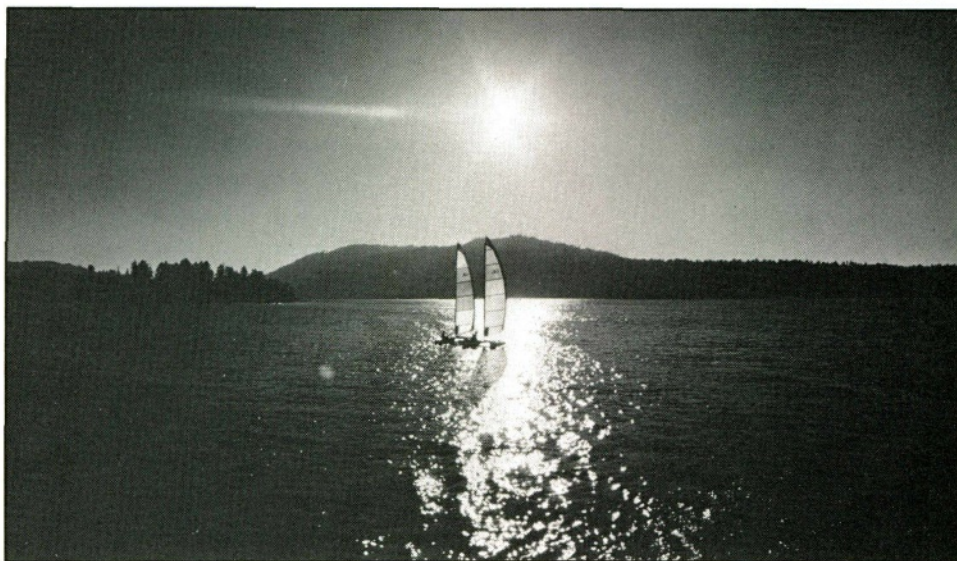
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# Hobie **HOTLINE**

November/December 1985

Volume 14 Number 6



Guy Motil

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## FEATURES

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### 20/Ask the Expert

This time our expert gives tips on getting those rudders to toe the line.

### 21/Tuning the Hobie 16: For Beginners

Scott Ward explains in simple terms that there's not so much to obtaining good boat speed.

### 24/An Appeal to Hobie Sailors

Phil Berman asks us to give pause for a message from the Cousteau Society.

### 26/Controversy At Yachting One of a Kind Regatta

Pam Bell takes a critical look at the event and reports on some inequities.

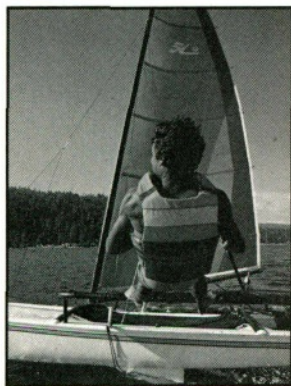
### 32/The Evolution of the Hobie 17

Sailors have been awaiting this new boat for a long time. Here's how it was created.

### 38/A Hobie Family Portrait

With the addition of the 17, there are now six cats to choose from. Our photo essay explains how sailors make the choice.

#### ON THE COVER



Hobie design engineer John Wake takes a spin on the new boat he helped create, the Hobie 17. Photo by Guy Motil.

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## REGATTA REVIEW

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### 29/Germany Reigns in England

The Hobie 16 European Championship was held in England but Germany ruled the waves.

### 62/Triumph in Traverse City

We got lucky. Two of the winners report on the doings at the Absolut Cup championships in Michigan.

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## DEPARTMENTS

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- 6/Hobietorial
- 11/Letters
- 17/Briefs
- 68/Hot Products
- 69/Hot Tips



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Include a self-addressed envelope with sufficient postage for return of material. The Hotline cannot accept responsibility for unsolicited material.

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Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Coast Catamaran's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

## Looking Into 1986

As the holiday season approaches and a new year looms around the corner, the staff has been undertaking our yearly review of the magazine, taking a hard look at the mistakes and the success stories of 1985. You have not hesitated to let us know of your opinions, and, even when you criticize, we appreciate your involvement with the magazine.

One request that you have stated over and over the past several years is for a bigger magazine or, at least a magazine that comes to your door monthly instead of every other month. Well, we've got some good news. The magazine will not arrive every month, but we will be expanding our coverage and more pages will be added to the HOTLINE during 1986. You can look forward to more catamaran racing, more space devoted to those oft-requested technical articles, more unusual features of interest to cat sailors, and for the first time, coverage of Alpha sailboards.

Although HOTLINE has been devoted strictly to cat sailing for its 15 years of publication, many Hobie sailors spend at least part of their time in the water on sailboards. For that reason, we will be welcoming sailboard enthusiasts to our family of readers in 1986, and we hope to be welcoming sailboard product advertisers to our pages as well. This will result not only in some pages being devoted to sailboarding, but more pages for Hobie sailing than we now carry. We are excited about these plans for 1986 and we hope you are too. We think you'll like the bigger HOTLINE.

But 1985 is not over yet. There's big news afoot. Hobie Cat has brought cat sailors another new boat, the Hobie 17. There have been rumors about a new boat for some time, but many people were surprised when the new Hobie 17 was unveiled at this year's dealer meeting held in September. This new boat is a high tech machine that will demand the most of sailors who prefer to test the waters alone. From the top of its composite mast, to the bottom of its innovative daggerboard wells, the Hobie 17 gives a good accounting for the work done at the Hobie Cat research and design center. Brian Alexander's article on the development of the Hobie 17, examines the genesis of the new boat and profiles some of the creative engineers behind its construction.

The One-of-a-Kind event has traditionally been a prime testing ground for one-design boats, but as Pam Bell reports in her commentary, the test may not be as fair as it should be. It seems the special

demands of cat sailing are not often taken into account by the event organizers and, according to Bell, there are several serious problems with the current rating system. Bell's commentary makes interesting reading by those concerned about fairness in inter-design competition.

There was some stiff competition in the United States and Europe during the run for the Absolut Cup which determined the new Hobie 16 U.S. Champion and the new women's champ, and for the Hobie 16 European Championship which was held in England. Tony Laurent reports from Europe and, in a lucky coup, both the winner of the U.S. women's title and the winning crew in the open championship will report from Michigan. Kelly O'Brien and Dorian Goldberg prove that expert Hobie sailors can be interesting correspondents.

For those sailors not quite ready to sail in a national championship, Scott Ward gives tips on how to set your Hobie 16 up correctly those first few times you find yourself standing on the beach, shackle in hand wondering what in the world this thing is for. His basic tips should help ease you through those early rough spots, then when you're a little more accomplished, it may be time to try the six-to-one, two-blocked maximum rake theory. Ward's article will help to get you started.

This month's photo essay is a Hobie Cat family portrait featuring the entire relationship including the new Hobie 17. We've asked a few sailors to explain their attachment to a favorite branch of the family. For example, why will one person favor the 14 over the 16? We'll find out.

We've also got another installment from our resident expert, John Hackney. This month he attacks questions on weather helm and rudder rake adjustments for the Hobie 16. See "Ask the Expert" for Hackney's helpful information.

There's even more in this month's issue, so as you gather wood for those winter fires yet to come and make plans for the holidays, keep the HOTLINE around for a little extra company at this time when company in the house reminds us of the camaraderie of sailing. Why not have the fleet over for a few toddies? Whatever you do during this season, play it safe. Please accept the best wishes of the HOTLINE staff to you and yours for a hearty Christmas and a hopeful new year.







## HOYS PRESENTS COLORS!

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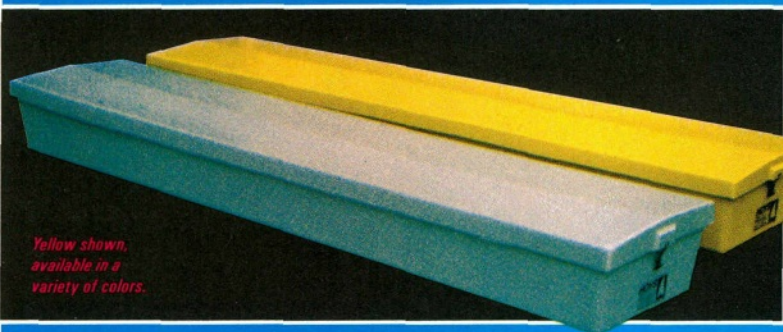
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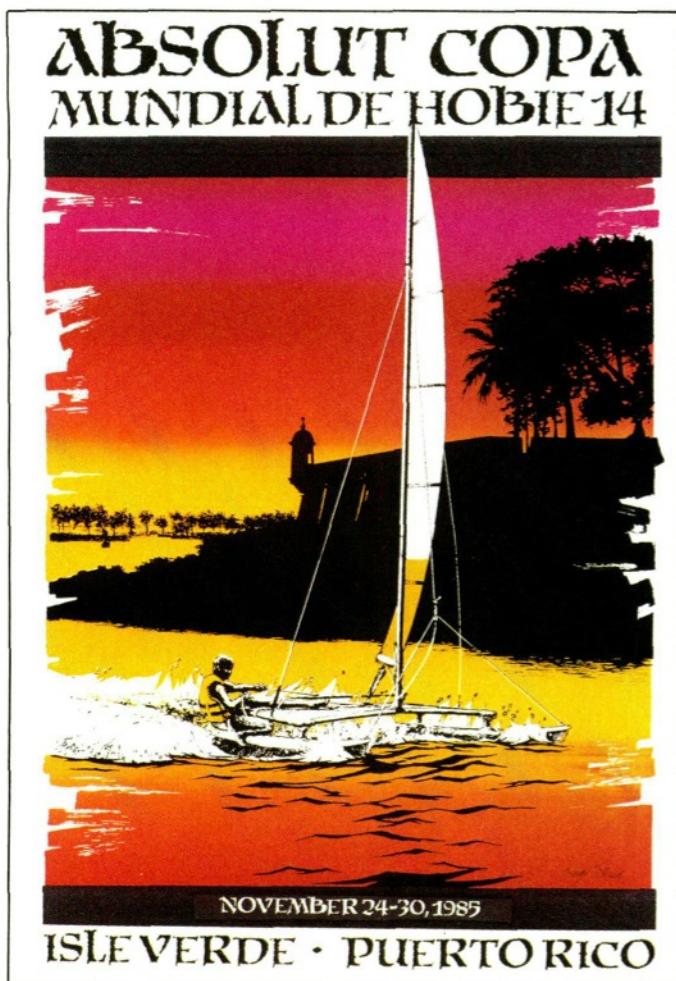


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## Absolut Cup Hobie 14 World Championship

### RACE SCHEDULE

Race registration will be held Friday, November 22 and Saturday, November 23. Qualifying races will begin Sunday the 24th and continue through Monday the 25th. The championship will start on Tuesday. The series will conclude on the following Saturday.

Skippers must bring life jacket, weights if necessary. Skippers may want to bring a Protest Flag, bridle fly, hot stick, wetsuit, gloves.

### HOTEL INFORMATION

The Palace Hotel will play host to the Hobie sailors. It is located in Isla Verde. It offers two restaurants, a casino, pool and gift shops.

Arrangements have been made with the El San Juan Towers, located about two minutes walk up the beach from the race headquarters. This is a newer facility and offers kitchen facilities, pool, a small market, disco, restaurant, maid service. Each unit has two double beds. Isla Verde is a twenty minute drive from downtown San Juan and is only about five minutes from the airport.

### PACKAGE INFORMATION

Note that qualifying races start Sunday, November 24. The event lasts through November 30.

#### Palace Hotel—Two packages.

Both include: Welcome and finalist parties, awards banquet, round-trip transfers from the airport, free check-in cocktail and two luggage tags per person (given to all foreign participants at the hotel), free use of the pool with beach towel for one day and Bellman's tip in and out.

**Package 1.** Seven nights, double occupancy \$279.95 per person

**Package 2.** Nine nights, double occupancy \$356.75 per person

#### El San Juan Towers—4 packages

All packages include the following: Welcome and finalist party, awards banquet, round trip transfers from airport and two luggage tags per person. All rooms have kitchen facilities at the El San Juan Towers.

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**Package 4.** seven nights, four to a room (two double beds per room) \$268.75 per person.

**Package 5.** Nine nights, double occupancy \$525.50 per person.

**Package 6.** Nine nights, four to a room \$343.25 per person.

Come spend Thanksgiving at the Absolut Copa, Mundial de Hobie 14 November 24 through November 30 in beautiful Isla Verde, Puerto Rico.

Sailors from around the world will invade Puerto Rico. Such greats as Enrique Figueroa (who'll be sailing on his home waters), Tahiti's Kitty Salmon, Hobie 14 World Champ Bob Curry, the legendary Wayne Schafer and Gary Metcalf of Australia will be trying for the ultimate Hobie hat trick in an attempt to hold three world titles at once! It's been ten years since Hobie skippers went to Puerto Rico for a world championship. The last time, Figueroa was still a youngster who was so light he had to sail with a crew. Now he returns with championships galore.

Isla Verde is a lovely spot with white sand beaches, lots of sun and nightlife in the casinos. This will be an event you will not want to miss.

### ENTRY FEE

Each skipper's entry fee will be \$100.00.

### BOAT DAMAGE DEPOSIT

A \$200.00 boat damage deposit must be paid at registration in Puerto Rico. Deposits are payable by cash or travellers checks in U.S. funds only. This will be refunded if no damage occurs to your boat.

A signed and numbered limited edition of the silk screened Worlds Poster pictured above is available for sale. Send \$10.00 to: Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.



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IN 1986



# LETTERS

## Keeps a Lickin' and Keeps on Tickin'

I purchased [my boat] about four years ago from an individual who had great praise for it. He being the seller, I did not expect him to say anything to the contrary. I soon found out that his enthusiasm was well founded. The boat is sail number 8271 and was built in '73. It's not much to look at now, but what can you expect for a boat 12 years old? I did however, install a newer traveller and the mast step. In short, the boat is testimony to the quality ya'll build into your product. (This type-writer should work so well!).

Bruce Young  
Dallas, Texas

## If He Would Have Read HOTLINE . . .

Imagine my first surprise when, after arriving late at night in yet another hotel room after yet another harrowing flight in a long series across the country, I find a pair of Hobies lurking in the place I was about to stow an arm full of clothing.

The second surprise came when I discovered that the pair of Hobies graced the front cover of "Our City" magazine confirming that I had indeed arrived in Omaha, Nebraska. While this city and region are known for their wonderful people and many fine things, I would have wagered that competitive sailing generally and Hobies particularly, are not among them. And I would have lost.

It just proves once again that given a reasonably sized body of water anywhere, even amidst oceans of prairie, a sailor's love and dedication for the sport is easily fanned from spark to consuming passion.

The third surprise was more of a shock, when I realized how shamefully long it had been since the hulls of my 18 split any kind of water, and my crew and I had enjoyed the camaraderie and competition of the Hobie Fleets.

Nostalgia aside, two well-kept secrets are out in the open: 1. Hobie sailing is alive and well in Omaha, no matter what some of us who've become spoiled by an abundance of choices in sailing areas might believe. 2. The recommended therapy for the addict's symptoms of abstinence from Hobie sailing is simply to "Go do it!" and often.

John H. Sternitzky  
Fleet 20  
San Jose, California

## A Heavyweight Class?

I haven't read anything about the development of new classes of Hobie Cats in the last few years so I thought I would drop you a note.

If you attend enough trophy presentations at Hobie regattas, you notice the conspicuous absence of heavyweight (older) sailors. By heavyweight I mean 200 pounds and up. I suggest that there is a large market of high quality sailors out there who have gradually gotten out of Hobie racing, as well as other designs, because advancing age makes it difficult to stay at a competitive body weight.

All of the existing Hobie classes systematically discriminate against the heavy (older) sailor on the basis of minimum weight. If you consider the weight of clothes and gear, as a sailor gets above 165 pounds compromises have to start. On two-person boats heavy (older) skippers need smaller, younger and weaker crews or they carry a weight handicap. All of this is due to the fact that the optimum weight envelope for the existing Hobie Classes is quite narrow.

I believe that it would be good for Hobie Cat as well as the sailors of the world if a new class of Hobie were developed with emphasis on the heavy (older) sailor. Development of a new boat is superior in concept to weight or age bracket racing because truly competitive sailors want to race against the best in their class, not just those in a given age or weight bracket.

The following are some recommended specifications for a new class of Hobie Cat:

1. Single Handed - Cat Rigged.
2. Length: 17 ft. - (based on suggested minimum weight.)
3. Trapeze Equipped - (This is most important in equalizing age differences.)
4. Symmetrical Hulls - centerboard equipped (Improved cat rig tacking).
5. Minimum Crew Weight: 200 pounds - (Additional weight may be carried to reach minimum only if carried by the crew as a water bottle jacket. This would be necessary for boat righting and equality.)

There are a bunch of us out here who think along these lines, so please give it some thought. All we want is to make a good thing better and keep people active.

Thinking Out Loud in Florida

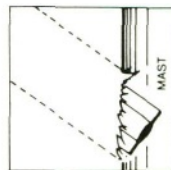
Editor's Note: Stay tuned.

Continued

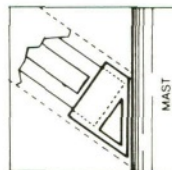


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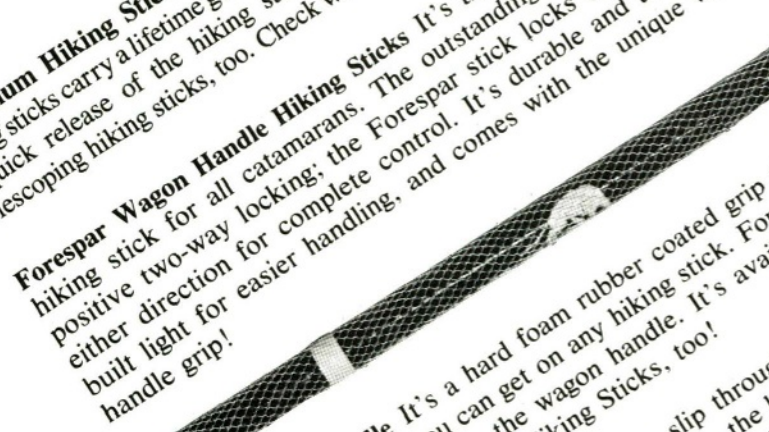
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# LETTERS

## An Appreciated Dealer

My purpose in writing is to express our gratitude to our dealer for what has certainly been the most successful Learn To Sail Program in the world! How about some stats. Learn To Sail Phase One: 289 attending and paid; Learn to Sail Phase Two: 198 attending and paid. That's a total of 487. I hope you will give credit to our outstanding dealer Sailing Inc of Smyrna, Georgia (commonly known as Atlanta).

Sailing Inc and Guy Firor sponsored these events and gave tremendous support at our classroom and beach three-day seminars which we executed twice. Based on a unanimous decision from our 153 fleet members, we would like to nominate Sailing Inc as the dealer of the year for 1985. We also know that Fleet 12 Atlanta is the most active fleet in the Association, due in part to Sailing Inc's support.

Pete Loftis  
Commodore, Fleet 12

## Errors

Our story on the Hobie 18 World Championship in the May/June '85 issue neglected to credit three photos to Bob Ross of Australian Sailing Magazine. We regret the error.

In editing Dave Perry's "The Fundamental Rules," (September/October '85) a paragraph was inadvertently omitted and the summary of the case (IYRU case 38, page 20) draws to an abrupt close. In fact, the race committee's decision to abandon the race in question "... was completely overruled by the appeals committee which ruled: 'A yacht in a position to assist another that may be in peril is bound to do so. That she offers assistance not requested is irrelevant. That a race committee later assessing the many factors that may cause a person to be in peril, concludes that no peril existed is likewise irrelevant. A yacht that, in rendering assistance, prejudices her finishing position, may seek redress, even when subsequent examination shows that no peril has arisen.' From the evidence in this case, there seems little doubt that the appellant prejudiced her finishing position."



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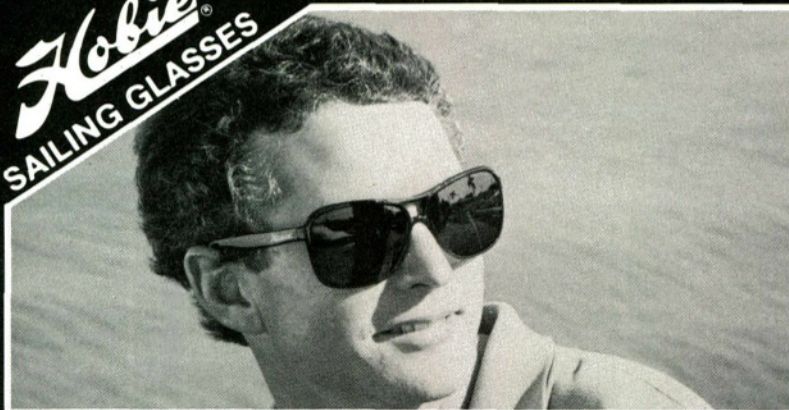
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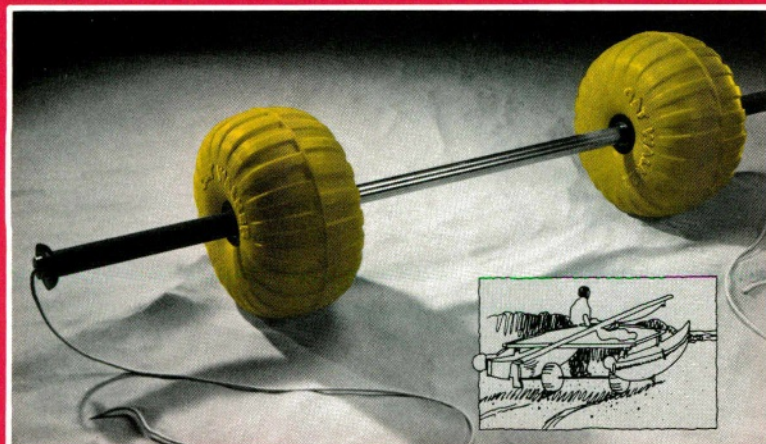
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# HOBIE BRIEFS

## Seabrook N.H. and San Diego Restrict Hobie Access

Hobie sailors and fleets in areas as diverse as San Diego, California and Seabrook, New Hampshire are faced with more restrictions being placed on their sailing activities due to a reduction in beach access and a prohibition against Hobie Cats sailing in inland lakes.

According to Dave Baxter of New Hampshire Hobie Cat, Selectman James Falconer has been instrumental in restricting beach access for Hobie Cat sailors in Seabrook. HOTLINE efforts to contact Falconer for comment were unsuccessful, but Dave Lilienthal, commodore of Fleet 496, was not about to take these restrictions laying down. Lilienthal travelled to nearby Hampton, attended a town meeting and convinced the council to allow Hobie sailors access to their beach on a limited basis. Without Lilienthal's efforts, the sailors of Seabrook may have had no beach access at all.

In San Diego, meanwhile, the city council implemented the plan described in "Here Come the Regulators" (November/December '83) to prohibit overnight storage of boats on the beaches around Mission Bay except the nights before a recognized holiday. That came as no surprise, but the health department's refusal to allow Hobie Cats on lakes within the city limits is baffling to many.

When a new law was passed to allow small sailboats to sail on the city's lakes, Hobie Cat sailors assumed they would be able to use a new sailing location. The local health department had something different in mind though since they restricted boats able to sail on the lakes to those between 10 and 20 feet, without toilets or sinks and catamarans with fixed decks. This last provision leaves out not only Hobies but almost every other type of catamaran as well. The reason, according to published reports, is that since the reservoirs provide the city's drinking water, body contact has to be prohibited. Still, the lakes are stocked with fish and water fowl regularly swim on the surface. Exactly how Hobie sailors present more of a danger of contamination than fish, birds and dozens of other sailors and fishermen has left many Hobie enthusiasts scratching their heads in search of an answer.

San Diego councilman Ed Struiksmas is also a little baffled by the health department's decision to prohibit most cat sailing. His office is currently exploring several avenues with a goal toward opening up the lakes to cat and board sailors alike. An aid to Struiksmas encourages interested Hobie sailors to write him at his office (202 C Street, M.S. 10A, San Diego, California 92101) or to call at 619-236-6655. According to the aid, Struiksmas considers letters to be good ammunition.

For more information on beach access, see the July/August '84 HOTLINE for "Beach Access: You Can Make it Happen" and the HOTLINE issue cited above. With beach areas becoming more crowded than ever, Hobie sailors are going to have to stay aware of developments in their local areas. Sailors with experiences concerning the beach access issue are welcome to send their thoughts and tips to HOTLINE so they can be shared with other sailors around the country.

*Continued*

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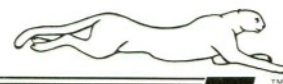
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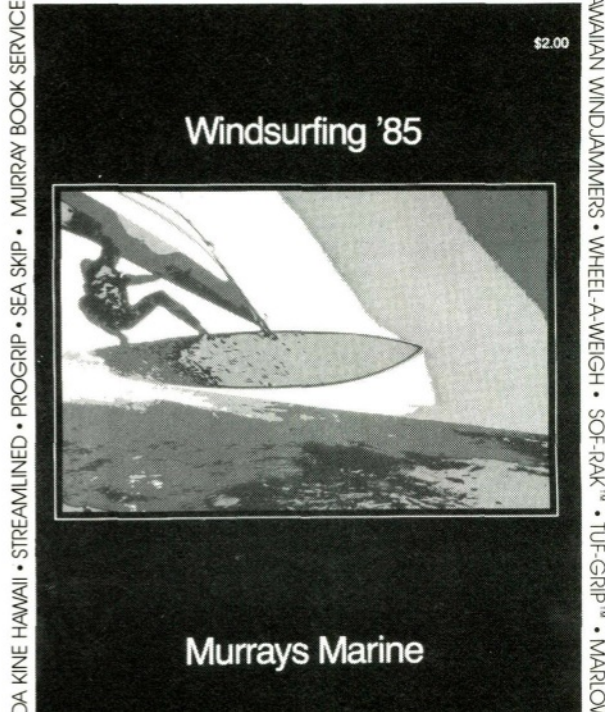
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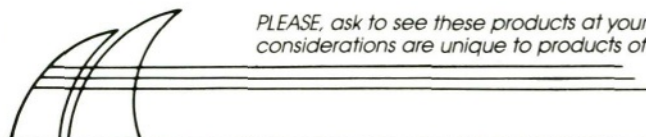
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# HOBIE BRIEFS

## Fleet 54 Names Member of the Year

Bill Lippincott of Fleet 54 has been named this year's Maryland Marina Member of the Year, an award sponsored by Wayne Miskiewicz of Maryland Marina. In an effort to recognize the valuable contribution made by his local Hobie fleets, Miskiewicz created the award to credit that fleet member who "contributed to the growth of the fleet, participated in fleet activities and exhibited general sportsmanship and yachting spirit." The members of the fleet vote for the member they feel is most deserving. The presentation of the half model trophy is made at Maryland Marina's open house. The trophy remains on permanent display in the store.

## Windless Regatta Haunts Hosting Fleet

*Editor's Note: The following is a report from Ron Rubadeau of Canadian Fleet 263 on the Canadian National Championships held this past July. As Rubadeau's "tragic" story illustrates, a no wind situation can turn a fleet upside down.*

"... This city of 80,000 sailors and skiers is parked on the shores of Lake Okanagan, an eighty-mile expanse of clear water surrounded by vineyards, orchards and mountains, all of which are drenched daily with breezy sunshine and 95 degree temperatures." — Kelowna Chamber of Commerce

"To this boater's Camelot, nearly 100 sailors gathered for the 1985 Canadian Hobie Championships hoping for the very conditions advertised in Kelowna's promotional hype. Sailors from Nova Scotia, Ontario, Manitoba, Saskatchewan, Alberta, British Columbia, Washington, Oregon, and Montana ferried their boats over mountain passes for the quintessential pleasure of soaking up the rays while flying on the wire. Kelowna would undoubtedly make their dreams come true..."

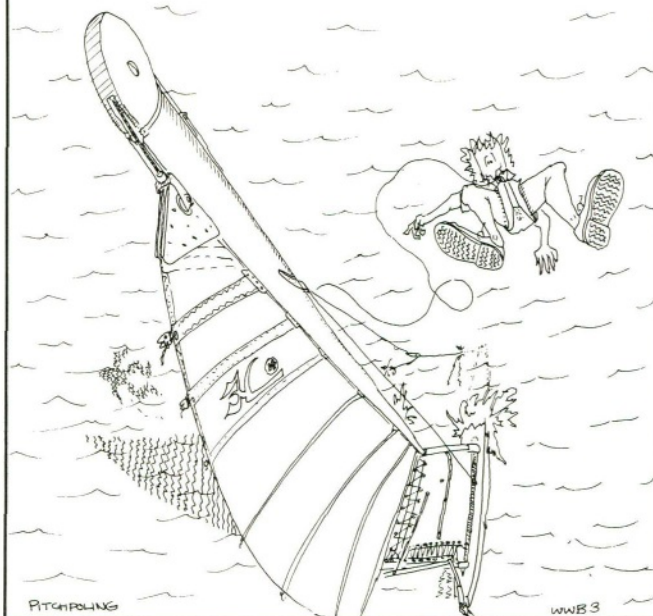
"However, it seems no matter how hard the Kelowna Regatta Committee worked to ensure that all forms of pleasure were provided for this spectacular entourage of boaters, it was soon apparent that not only would the wind not cooperate, but my excuses for its absence were failing to impress even the most mellow of competitors. The facility was there (the newly completed Central Okanagan Sailing Association headquarters), the sunshine was there (95 degrees every day), the food was there (breakfast, lunch and dinner on site for three days), the thirst quenchers were there (Labatts beer and Calona wines), the lease boats were there (courtesy of Okanagan Sailaway — our dealer), and the Orcas were there (Steve Reid and Ron Rubadeau). Why, the local committee had even provided two race courses (one for 18A, 16A and 18B and one for 14s 16B and 16C), just to ensure that the racing would be fast and fair. The committee was so organized they knew absolutely nothing could go wrong.

"By the end of the first day, when each group of racers had completed only one, long, boring, windless race, the local committee was starting its low profile campaign. The natives were becoming restless, as they had been drinking the place dry and were demanding that something be done about the wind. And, if they didn't get satisfaction, they would settle for a few human sacrifices. As it was third down and 15 yards to go, it looked like a good time for the locals to punt. We couldn't have this stuff for two days in a row, could we?

"Well, the next day was better but far from excellent. The race committee got off three short races that quelled some, but not all, of the grumblers. On a positive note, the number of hostile sailors had decreased somewhat, as at least the winners of the four races were happy. But our worst fears were beginning to be

*Continued on page 70*

## BALDWIN'S CORNER



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## BECOME A BOUNTY HUNTER



# ASK THE EXPERT

By John Hackney

Hackney, a long time Hobie sailor who has worked with Hobies for many years, welcomes questions on subjects relating to Hobie Cats and how best to enjoy them. Those with questions should write to HOTLINE "Expert," P. O. Box 1008, Ocean-side, California 92054.

## RUDDER TOE: IN OR OUT?

I am encountering a problem with my Hobie 16 which I hope you can help me rectify . . . When I am on starboard tack, I can let go of the tiller and my boat will continue on a straight course (very helpful when both hands are required to pull in the mainsheet). However, on a port tack, when I let go of the tiller, my boat will head to weather.

I have adjusted the rudders from completely parallel, to extreme toe-out and everything in between. Nothing seems to change the situation except that the helm gets harder or easier to control. According to the *Hobie 16 Performance Manual*, by Phil Berman, my rudders should be parallel. That's the way they are now.

I can try rudder rake adjustment, but after looking at my situation, it doesn't look like I can adjust much in this area. My boat was made in 1983 but I don't have rudder rake adjustment capabilities.

I realize that a slight weather helm is desirable, but why do I have it only in one direction? Also, when my boat picks up a fair amount of speed, it makes a humming noise. Is this normal? Other than this problem, I thoroughly enjoy my Hobie and have already started to make improvements to make it even more enjoyable to sail. Thank you for any help you can give me.

Philip J. Adriance

Hmmm, caught in a common rut. Rudders making noise, hard to steer on one tack, but not another. Sounds like a job for *Rutter Man*!

First, let's start off with some definitions:

**Weather Helm.** As the name implies, this is the tendency for the boat to go to weather (point upwind) when the helm is released. i.e., too much weather helm is when the rudders are partially up and it requires a bionic arm to steer the boat.

**Leeward Helm.** The opposite of weather helm. The boat wants to go to leeward. i.e., it takes nerves of steel to sail this boat in heavy air.

**Toe In.** The difference between the the centerline of the leading and trailing edges of the rudder in the locked down position. i.e., if the rudders are toed-in two inches, you'll wonder why an Aqua Cat just passed you.

First, let's attack those humming rudders with a rasp or coarse file. The cause of the hum is the bulb, or roundness at the trailing edge of the rudder. Remove the bulb by tapering the rudder starting about .5 inch away from the trailing edge and shape to a sharp edge, then square off slightly. The sharp edge can actually cut someone, so take it off for safety's sake.

The next rudder adjustment is toe-in which affects boat speed. My preference is to adjust the rudder in the down position, although it can be done with the rudder up. With rudder down and locked into position, measure the distance between the centerlines of the leading edge and trailing edge of the rudder about six inches below the bottom of the boat and subtract toe. The front measurement should be less than the back measurement, thus the toe-in. I personally believe in a lot of toe in heavy weather and use as much as  $\frac{5}{8}$  inch (leading edge closer than trailing edge) and use about  $\frac{1}{4}$  inch in light air. From observations at national events, most sailors use about  $\frac{1}{8}$  to  $\frac{1}{4}$  which should be acceptable for most uses.

Last problem is rudder rake. Although helm feel is not as personal as your toothbrush, ideal feel ranges from neutral to moderate weather helm. A slight weather helm is probably a good target for you to shoot at. Go out and sail the boat

holding a course upwind to determine which rudder or rudders needs repair. If the helm is not correct on either tack, the back hole must be redrilled. Remember the leeward rudder determines the helm feel on a given tack.

When testing the rudders, make sure the rudders are locking down and the cams are in good shape. Most times, the helm will be the same if the holes are drilled alike. To check, just lay one rudder on top of the other and see if the holes line up. If they do, and the helm is different, look for a warped or misshapen rudder. Examine the rudder for warp by sighting down the leading and trailing edges looking for waviness or twisting. If warping is severe, then a new rudder may be in order. EPO rudders are best and may be installed for maximum speed in heavy air. Low spots on the rudders may be corrected by filling them with Body Putty or Marine Tex and lots of sanding.

If the holes in both rudders are not the same and one is correct, then correct the other one by using the first as a template. To change the helm feel, fill the back hole of one rudder with epoxy and redrill as desired. One way to redrill is to reassemble the rudder assembly on the boat, lock the upper casting, hold the rudder in the new location and redrill the hole. Now, go back out and sail to see if this corrected the problem and redo as desired if the helm is still not right. Remember, moving the rudder under the boat decreases weather helm and going aft increases it. Also, moving the aft hole .5 inch corrects most problems. Once the helm is correct and set, you should not have to change it again. The new boats have an adjustment so that drilling is not necessary.

Speaking of newer boats, I just got back from sailing the new Hobie 17. Great boat! Maybe someone will ask me about how it sails? Anyway, if you need more information on tuning your Hobie 16 rudders, buy Jack Sammons' book *Welcome To A Fleet, Book 1: Boat Speed* which is a great how-to manual for racer and cruiser alike. This is "Cruiser John" saying, Please somebody, ask me about the Hobie 17.

Good sailing!





# TUNING THE HOBIE 16: FOR BEGINNERS

By Scott Ward

Editor's Note: Scott Ward has written frequently for the *HOTLINE*. He has crewed for some of the top Hobie sailors in the U.S. as well as Bret Dryland of Australia. We asked Ward to give some uncomplicated tips to those who are new to sailing a Hobie Cat, especially the Hobie 16.

**F**irst off, let's start with some general knowledge about what makes the boat go through the water. (This is basic isn't it?) The sails on a boat are the prime provider of forward energy which propels the boat through the water. Just like wings on an airplane, they are in the shape of an airfoil, the most efficient shape that a material object can have to derive energy, or lift, from moving air. This lift is called the *Bernulli Principle* (which states as speed increases, pressure decreases) and is the basic theory that gives aircraft lift and sailboats the ability to be pushed through water. The airfoil is the best shape over which the air can pass for optimum forward motion.

This little physics lesson can go a long way to helping a beginner understand how to tune a boat properly. Without this background, it is hard to apply the correct techniques. This is how it works on a boat:

## SAIL TUNING

First, take out your sails and find a grassy area on which to lay them down flat. Look at how the batten pockets are placed in the sail. The battens that fit in those pockets are designed to give the proper airfoil shape to the sail. Now put the battens in the pockets and tighten them until you can just begin to see the wrinkles disappearing from the pockets. Mainsail pockets should be very similar in tightness to jib pockets. The jib battens should be tight. Once the battens are in, be sure that they do not stick out of the pockets more than an inch and a half. If some or all them do, mark off the correct lengths, take the batten out of the sail and simply saw them off, being sure to remove the batten cap first. If the cap will not come off, saw the other end, but be sure to file and sand the

rough edges smoothly before reinserting to protect your sail. Battens that are too long will often snag on the halyard wires which can complicate tacking.

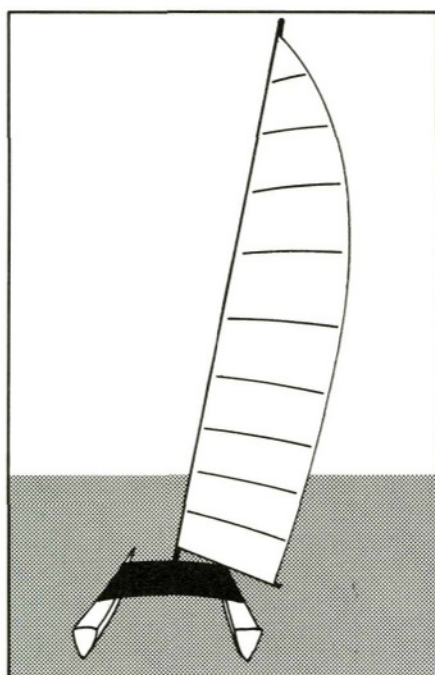
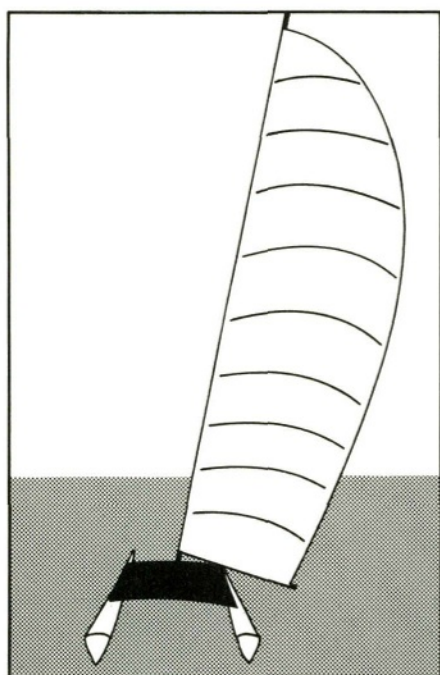
Next, raise the mast. After the mast is in position, feed the sail into the track. Always remember to aim the boat head to wind. Failure to point the boat into the wind could cause strain on the sail or may even force the boat to tip over.

Once the main halyard is clicked into place, wrap the halyard line around and behind your shrouds and then cleat so that it is out of the way of the jib battens when they sweep across. As you raise the jib, wrap the halyard line around the pulley and then up through the other pulley and across to the main halyard cleat. This will give you a 3:1 purchase to pull the jib up to the desired height.

The jib halyard is the key to raking the mast back and forth. Raking a mast means to angle the mast forward or back. Hobie Cats in general have plenty of power, so it is necessary to angle the mast back to depower the boat and keep it from heading excessively to windward thus causing it to slow down. There are two steps involved in raking a mast. The first step is to put the shrouds to the bottom hole of the chainplate and the jib tack to about the third hole up on the bridge plate. This acts as a semipermanent angle setting, generally raking the mast aft. As you gain more knowledge, experiment with this setup by moving the hole around to see what effects are caused. (The only way to learn is through experimentation.) Going up in holes brings the mast forward, thus allowing more power in moderate conditions.

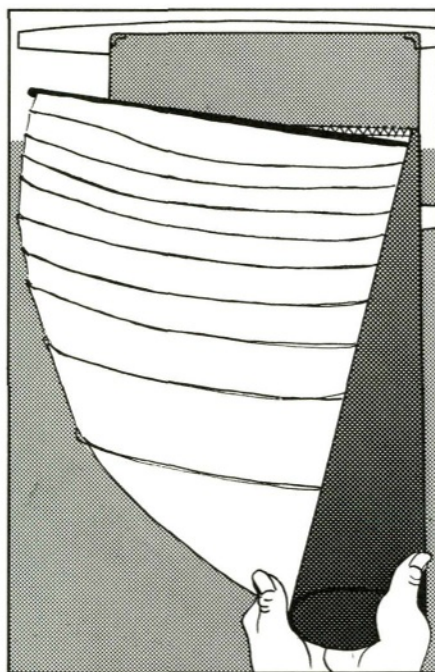
The second step involves tightening the whole rig with the jib halyard. With the 3:1





Tightening the battens will increase fullness (upper left), while loosening the battens will decrease fullness (upper right).

While holding the mast in the palm of your hand, sight down the mast to be sure that the foil is curved evenly. If it is not, batten adjustments are necessary (right).



purchase that I mentioned before, pull the halyard down. This will tighten the jib halyard and pull the mast up. This configuration makes the jib luff wire become the forestay.

A moderately tight rig is generally the most effective for most conditions. In order to gauge how tight your rig is, pull the shrouds back and forth until they are stiff, but not so stiff you can't move them. As you get a feel for the boat and how it reacts in different conditions, experiment to see how tight your rig should be on the water.

Once you have completed tightening the rig, put the gooseneck fitting on the boom into the slot and tighten the downhaul until the wrinkles are gone. When you look up the mast now, you should see a fair amount of mast bend. If you hook up the mainsheet system and pull in the main, you'll make pulling the downhaul a lot easier. This mast bend will further benefit your sail's shape even more.

Finally, adjust the outhaul system so that no wrinkles are left. It has been found that when hooking up the jib clew to the sheeting blocks, using the second hole up from the bottom opens the space between the main and the jib (commonly called the slot) thus allowing the most efficient passage of air.

As soon as you have completed these steps, snug down the sheets to a medium tightness and tip the boat over onto a grassy or sandy area. This usually requires three people, one to lift up a hull and two to catch and support the mast. When the boat is tipped, have someone hold the end of the mast horizontally to the ground and step back to have a look at your mainsail. When you look from the leech forward, you should be able to see a fairly curved foil. If you don't, the battens are probably not snug enough. Next, walk down to the tip of the mast and look straight down toward the tramp. The foil should be evenly curved all the way down. If it is not, adjust the battens, but remember not to tighten them excessively as this will cause the leech to hook and stall the airflow, just like spoilers do on an airplane wing. This step is really easier than it sounds and should only take a minute or so. When adjusting or tying battens, make sure they are secure. They have a tendency to come loose in heavier winds.

While the boat is tipped over, pull in hard on the mainsheet and watch how the battens shape up. They should respond evenly and be as flat as possible without hooking the leech. Tightening the battens



will increase fullness, loosening battens will flatten the sail. Conditions will dictate shape, but in the beginning, keep in mind that Hobie Cat presets the sail shape to interact well with moderate tension in the battens and this works very well. Next, look up at the jib to make sure there are no wrinkles there either and that the battens will not interfere with the halyard. A simple trick is to tape the ends of the battens with duct tape. This will allow the batten caps to cross against the mast when tacking. As you learn more and more about sailing the boat, knowledge of jib shape will become more important. As for now, Hobie Cat's preset sail shape is quite good and should not be altered.

## RUDDER TUNING

Now let's have a look at the rudders. As with a sail, rudders also generate lift, but for different reasons. There are negative forces which act against windward speed on a sailboat. The first, of course, is drag which occurs whenever a material surface such as a hull touches the air or water. The second is a little more complicated. It is the lateral resistance, or sideways force exerted by the energy of the wind pushing the boat from a side angle, which it does in all points of sail except dead downwind. In order to combat this force, designers use keels to provide lateral resistance. The lateral resistance keeps the boat moving forward towards the wind with a minimum of sideways slippage. For this reason, it is important to keep the boats flat and driving on the water to maintain maximum angle for the keel to drive efficiently.

The Hobie 16 has no keel because it is such a light displacement boat. Instead, it uses the rudders and its asymmetrical hull shape. The rudders are extremely important to the boat's handling and performance because they work to help boat speed in two ways. The first, obviously, is directional control. The second is lateral resistance. Since we just raked the mast back, the energy from the sails is now placed over the rudders. Hobie Cat uses a standard hole setting in the rudder which is not designed for the rake we have added to the mast. The extra force will likely cause a pull on the tiller extension. This pull is called weather helm and is caused by the aft vertical angle or rake of the rudder. This can be counteracted by raking the rudder forward.

To rake the rudders, put the boat on a trailer with enough road clearance to enable the blades to be locked down

without touching the ground. Then measure the angle of the rudders to the horizontal angle of the boat. In order to change rake angle, look at your bottom rudder casting. All new boats have adjustable castings for rudder rake.

Use a screwdriver and a correctly sized hex key and adjust the rudders by screwing them tighter or loosening them and measuring. When you think you've got it, test the rake by sailing the boat. If you have reached the point where the rudders feel neutral, you've got the right setting.

Next, the rudders should be aligned. This is a quick, but very important step. If the rudders are out of alignment, the boat could be fighting a great deal of drag. Aligning requires two people, a screwdriver and a measuring tape. With both of you standing behind a rudder, put the measuring tape on the leading edge of the rudder on the outermost point, measure and then take the tape to the trailing edge and repeat. Gauge how many centimeters it will take to straighten, and then unscrew one screw on the tiller crossbar and adjust. After adjusting correctly, mark the setting off on the crossbar and retighten the screw.

All new boats have black foam rudders called epoxy or EPO rudders. These are extremely stiff, lightweight rudders with a near-perfect foil for most of the conditions a Hobie 16 will experience. They are considered to be one of the best available, but some of these new rudders may produce an audible hum when sailing. This hum is caused by the vibration of water flowing over the blade. To stop this, use a piece of sandpaper, about 320 grit, and rub gently up and down the trailing edge of the blade until the edge is rounded to a soft point. Always be sure to rub gently and do not rub through the epoxy to the foam! Next, use another piece of sandpaper, about 600 grit, and smooth out the whole rudder stroking in the direction the water will travel. This should eliminate the hum.


## A FINAL CHECK

You're almost ready. The two most important systems have been adjusted and tuned. The next step is to tighten, lubricate and check all working systems on the boat. Start with tightening the trampoline. Find a friend and a pair of vice grips. Once you've got both, untie the tramp and relace it with one person lacing and gripping and the other tightening from the side of the boat. There's no real trick to tying and tightening the lacing, use your

discretion. Tight tramps are important in helping keep the crossbars and hulls tight and it reduces air drag from underneath the tramp itself.

Using a screwdriver, tighten the gudgeons and the moving and non-moving systems. Always check these before you sail; they have a tendency to loosen when you're not looking. Lubricate the moving parts such as the jib and mainsheet systems and make sure no sand is in vital areas. These parts can jam if sand gets in the way. If you start to feel the sheets slipping through the cleats, take a file and notch some grooves into the teeth. This should prevent any problems. Check all of the rivets on the boat, and, if loose, drill them out and pop new ones in. It may be a good idea to ask the advice of your nearest dealer the first time you try this. If you do replace rivets, make sure to use new sealant so that water does not trickle into the mast.

Finally, adjust your trapeze hooks according to you and your crew's preferences. The best way is to have the skipper trapezing slightly higher than the crew for the sake of vision. Both hooks should be just touching when pulled down to the side of the crossbar. This will keep you angled straight out and help you keep the boat flat and driving.

After running through these few simple projects, you'll be surprised at how much better your boat feels in the water. The more you sail, the more you will understand your boat. Always try to do things a little differently and change one setting at a time to see what the change affects. By doing this, you'll become a more complete sailor. Have fun. 



# AN APPEAL TO HOBBIE SAILORS

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Editor's Note: Phil Berman, a writer and former Hobie Cat national champion, has written often for HOTLINE on aspects of learning to sail Hobie Cats. The staff of HOTLINE joins with Berman in his appeal to Hobie sailors everywhere to support the Cousteau Society. A message from Captain Jacques Cousteau and more information on the Society follows Berman's letter.

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Dear Fellow Hobie Catters:

The waters we love are in danger. Each day, at every moment, in all parts of the world, the waters of life are struggling for survival. In North America it's acid rain, in Japan it's over-fishing, in Manila harbor it's industrial pollution, and in your own backyard it may be a combination of all of the above and perhaps more. There has never been a time when the waters of the world have been in greater danger than they are at present.

As many of you know, Captain Jacques Cousteau has spent his life striving to preserve the waters of our world. He has labored long and hard, and continues to do so well into his later seventies, in an effort to educate us about the oceans and the tremendous importance of their preservation to the quality of life on our planet.

For several years now, I have lamented the fact that I have been unable to assist Captain Cousteau in his worthy endeavors. On September 1, 1984, however I began donating 15 cents per copy from the combined sales of my four sailing manuals to the Cousteau Society. Both Murray's Marine and Hobie Cat matched my donations on each book sold as a challenge gift to the Cousteau Society. The price for my manuals has and will remain the same. It was not my intention to pass the cost of these donations on to you, nor was it the intention of my sponsors. As I project an average sales volume between my four manuals of about 7,000 copies per year, Captain Cousteau will receive an annual check of approximately \$3,150 for the next several years from the combined donations of myself, Murray's Marine and Hobie Cat.

At this time, I would like to ask for your support, by urging you to join the Cousteau Society. For just \$20 a year for an individual membership, or \$28 a year for a family membership, you will receive the following benefits: *The Calypso Log*, an informative quarterly magazine that brings you closer to the vital activities of the society. You'll travel with Captain Cousteau

and his family of dedicated marine experts throughout the world, learning what they learn, first and firsthand. Additionally, you'll receive the *Calypso Dispatch*, a monthly newsletter with timely reports on Cousteau Society activities, such as the creation of a new, wing-masted catamaran. Family membership brings younger society members the *Dolphin Log*, specially designed and written to interest children in nature and to provide them with a basic understanding of marine sciences. Cousteau Society members will also receive a membership card and a distinctive Cousteau Society decal.

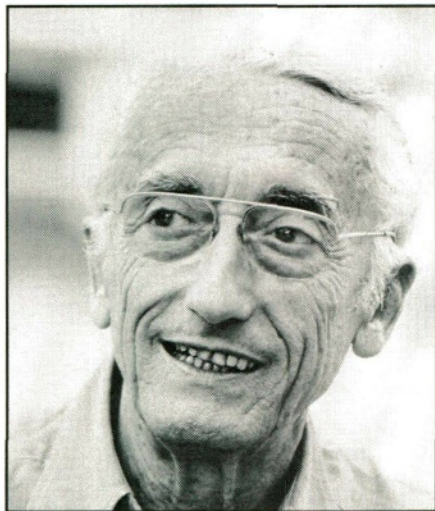
I would like to see what all of us can do together to help Captain Cousteau. In an effort to keep track of the "Hobie Response," and to tell you how we are doing in the months ahead, I urge you to sign up for membership in the Cousteau Society by addressing your letters to: Hobie Friends of the Cousteau Society, 930 West 21st Street, Norfolk, Virginia 23517.

Please lend us your support. The waters of the world need our love and help if they are to continue to flourish in the years ahead. No one is in a better position to work toward this end than Captain Cousteau and his dedicated staff of experts. Few people understand the beauty and power of the ocean better than water loving Hobie Catters. Without the efforts of Captain Cousteau, Hobie sailors and water lovers the world over will suffer. Without the financial support of water lovers like ourselves, Captain Cousteau cannot continue his work. Won't you join me in supporting this worthy cause?

Yours sincerely,  
Phillip L. Berman



## A MESSAGE FROM CAPTAIN JACQUES COUSTEAU



Several times in my life, Calypso's team and I have taken carefully calculated risks born of our deep love for the sea and its living creatures. We invented a device called the aqualung and became the first men to dive undersea for sustained periods. We were eager to know what lay beneath the opaque surface of the ocean although we were not wholly certain of our technology or what we would encounter.

Our success spawned other ventures such as the outfitting of the undersea research vessel Calypso, the creation of exploration submersibles, the adventure of living for weeks undersea in the first ocean floor colony, voyages to such virgin environments as the freezing Antarctic and the steaming Amazon. With each embarkation into a new adventure, we laid exacting plans yet the world ahead was largely unknown and tantalizingly mysterious.

Seldom has the course before us been more unpredictable than it was in 1973 when we began an experiment called the Cousteau Society. During three decades of undersea exploration we had discovered a disheartening trend, the rapid deterioration of marine communities as a result of myriad human abuses, many of them unwitting because of widespread ignorance about the nature of sea life, some engendered by greed, all of them unconscionable. We returned to areas that had shimmered with colorful life during our first dives in the sea only to find them denuded wastelands of dead coral heads and silt sadly devoid of the darting fish, the tentacled octopuses, the lobsters waving delicate antennae, the feather duster worms with flower-like gills swaying gracefully among the corals. All were gone, victims of careless coastal

**"Somewhere there must be a few thousand men and women who share with me a deep concern for the future life on our planet...who want to know what the sea means to mankind, and who want to help spread that knowledge."**

**— Jacques Cousteau, 1973**

development, overfishing, pollution and the other lethal aspects of human progress.

Our research and educational programs have contributed immensely to the cause of saving our water system from further decay and especially to the vital protection of the sea itself, the mother of all life, the most important biological legacy to be passed on to future generations.

Our findings and our testimony about the status of the water system are eagerly sought by government agencies and committees making important decisions about environmental protection and our educational film programs and printed materials reach an audience measured in millions of people in more than 100 countries.

In part, this results from the dedication of our scientific and exploration teams, but in no small measure it derives directly from our members, people like you, who help us preserve our independent voice in a world largely beholden to special interests. Perhaps that has been our greatest success, our total freedom to sound alarms, or, in some cases, to call attention to positive developments in marine affairs. I am free to go anywhere, to speak without restraint, to address any audience or world leader about the plight of the sea. The results have been clear and dramatic and all because of concerned individuals like you.

As we at the Cousteau Society look ahead toward our future, we are inspired not merely to continue our unconventional research and education programs but to augment our existing array of projects with new, exciting daring expeditions and analyses, with an escalating and fresh resolve to turn the tide of marine deterioration. By joining the Cousteau Society you can participate in our work and help improve the quality of life for present and future generations. We turn to you to join us. We need your help.

### WHAT IS THE COUSTEAU SOCIETY?

The Cousteau Society, Inc. is a non-profit, membership supported organization dedicated to the protection and improvement of life. It was created on September 19, 1973 and became operational on January 13, 1974. The Society believes that only an informed and alerted public can best make the choices to provide a healthier and more productive way of life for itself and future generations. To this end, the society produces television films for national and public networks, filmstrips and books for high schools and colleges, books on important marine and environmental issues for the public. It organizes lectures throughout the country and publishes articles and columns in various periodicals for distribution throughout the world. The society conducts educational programs in the marine sciences that involve on-the-scene exploration of ocean habitats.

The Cousteau Society is people who care, who want to know more about the world around them, who want to help preserve and protect the great natural resources we have been blessed with. Thanks to Cousteau Society members, we have been able to make great strides in our research and education. With each new member we are one step closer to making this water planet a better place on which to live. We invite you to become that next new member.

Among the benefits of belonging to the Society are quarterly logs of the Calypso (for adults) and the Dolphin (for children in member families), the monthly Dispatch from the Calypso, and a membership card. Dues are \$20 for individual, \$28 for families. For more information and to join, write the Cousteau Society, Inc., Box 11313, Norfolk, Virginia 23517.





# CONTROVERSY AT YACHTING ONE OF A KIND REGATTA

By Pam Bell

**H**obie catamarans did well in the Yachting Magazine "One-of-a-Kind" Regatta held August 9-11, 1986 at the Alamitos Bay Yacht Club in Long Beach, California.

In elapsed time results for the Yellow fleet, Jeff Alter and Laura Miller, sailing on a modified Hobie 18 Magnum, teamed to a third overall finish measured by both actual position finish and total elapsed time finish. Jeff Alter correctly commented that he could have done even better in the light airs that blew throughout all five races in the normally windy Long Beach if he had sailed the event in the lighter weight regular Hobie 18 without the wings or experimental sails.

Hobie Alter Jr., sailing the spectacular new single-handed Hobie 17 in its first-ever competition, finished either sixth or seventh depending upon how the elapsed time is measured. The beautiful Hobie 17 was very fast going to weather as it consistently matched or beat the larger two-person production cats to the weather mark. Going downwind was another matter and Hobie Jr. freely admitted that he still had a lot to learn on how to make the 17 perform equally well downwind.

The most surprising and pleasing Hobie performance was by Keith Christensen and Chris Veneman on a stock, fully class-legal Hobie 16. Keith and Chris finished a solid fifth no matter how you measure elapsed time finishes. The Christensen/Veneman Hobie 16 team was consistently near the front of the fleet and surprised many competitors who came to the event thinking they could beat the Hobie 16 in their "faster" boats. It was not to be. Christensen/Veneman and their boat were great!

The regatta was plagued by light winds and controversy that certainly took the edge off an event that should be a fun showcase for the sailing industry. Winds only exceeded ten knots in Race 4 when it "howled" all the way up to an occasional 13 knots in too rare gusts. The balance of the races and most of Race 4 were run at under ten knots making cat trapezing a rarity.

The NACRA 18 M2, hardly a production boat, sailed in a class by itself in the Yellow Fleet and won the event on elapsed time with four firsts and a second. The balance of the fleet, regular production boats with many modifications evident, battled it out for position under limitations and conditions imposed by Yachting OOAK rules that were controversial at best, incomprehensible at worst. The sailor frustration level was definitely at eight or above on a scale of ten.

The main regatta controversy centered around the following areas:

First, the catamaran events were officially scored under the Pacific Multihull Association (PMA) handicap system which is considered by a majority of cat sailors to be a totally discredited measurement sys-

tem. One only has to compare PMA handicaps to Portsmouth numbers—an "experience" handicap system—to see how far out of line the theoretical PMA system is to reality. For example:

- PMA doesn't penalize beam but it does penalize trapezing. (Come on!)
- PMA doesn't penalize or reward aspect ratio of the sails but it does penalize sail area. (Come on!)
- PMA doesn't penalize or reward sail weight or sail material type but it does overall boat weight. (Come on!)
- PMA doesn't penalize or reward daggerboard (or centerboard) vs. asymmetrical hull. (Come on!)

There were more inequities, but you get the idea so it's pointless for the analysis to go on, and, for the good of catamaran racing, neither should the PMA handicap system. Scrap it! Give it the deep six now.

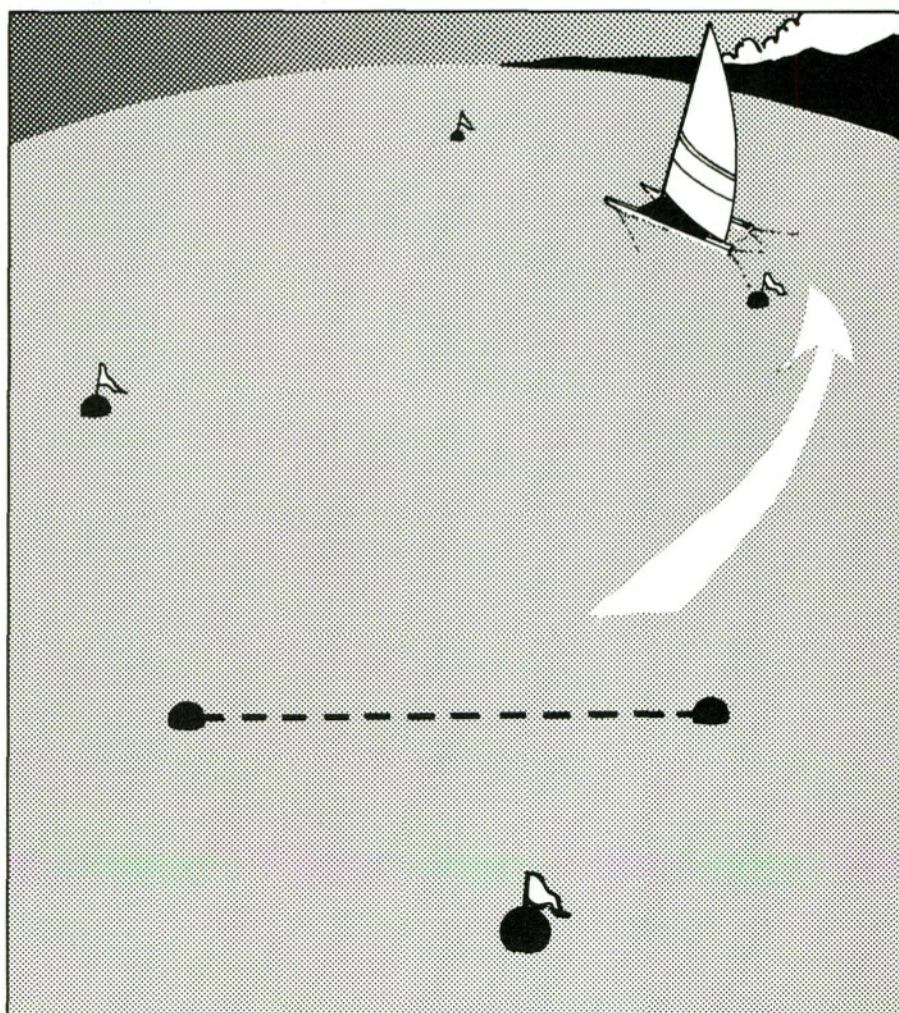
Is the Portsmouth rating system a perfect replacement as a handicap system? No. But at least it is closer to reality than PMA and should be used if any handicap system is used at all. And a strong argument could certainly be made for dumping all handicap systems (none of which work in all conditions).

The second area of controversy that had a lot of cat sailors in the event upset was the addition of a fourth mark on the course that forced all the boats to sail to the starboard side of the course on windward legs. The result of this extra mark for catamaran racing is completely foreseeable; tactical racing, except at the starts, is minimal and most of the sailing is of the boring and frustrating "follow-the-leader" type. Perhaps the intermediate mark works for some kinds of monohull racing (even here it is controversial) where Yachting Maga-



## YOOAK ELAPSED TIME FINISH POSITION—YELLOW FLEET

Boat	1	2	3	4	5	Total Pts.
1. Nacra 18M2	3/4	3/4	3/4	2	3/4	5
2. Nacra 5.2	2	2	2	3/4	2	8 3/4
3. Hobie 18 Magnum	3	5	3	6	3	20
4. Prindle 18	7	6	4	4	4	25
5. Hobie 16	4	7	6	5	6	28
6. G-Cat 5.7	5	3	7	3	10	28
7. Hobie 17	6	4	5	10	5	30
8. G-Cat 5.0	9	10	8	7	8	42
9. Prindle 16	11	9	10	9	7	46
10. Prindle 15	8	8	11	11	9	47



A fourth mark placed on the course (where the illustrated boat is rounding), forced cat sailors to adopt the unfamiliar tactic of sailing on the starboard side of the course on windward legs.

zine is clearly most comfortable, but it has no place in a catamaran event.

The third area of considerable upset was mostly to sailors in the Yellow Fleet. It was magnified in its effect by the intermediate mark rule controversy that limited the course.

The Yellow Fleet started five minutes after the catamaran Blue Fleet. Unfortunately, some of the boats in the Blue Fleet were considerably slower than the faster boats in the Yellow Fleet.

The result was again completely foreseeable. The Yellow Fleet's faster boats were sailing in Blue Fleet's dirty air for many of their races and because of the "follow-the-leader" format dictated by the rules, had slower times than they would have otherwise. A little thought and planning by the organizers would have had either more separation between the two fleet starts or the fleets would have been run on separate courses.

The Alamitos Bay Yacht Club members who performed the Race Committee function on the water performed superbly within the rules and constraints of the YOOAK special rules and conditions. Many of these dedicated people were key members of the 1984 Olympic sailing event and their experience and knowledge were clear to both competitors and spectators alike.

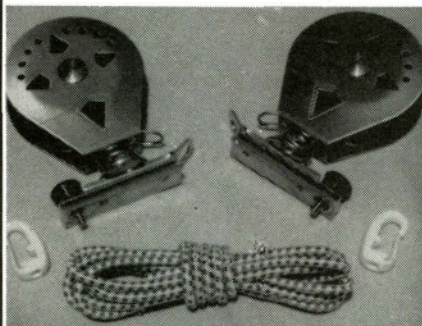
Unfortunately the same cannot be said for the overall management and organization of the Yachting One-of-a-Kind event. That dirty word, "politics," the bane of organized yacht racing, kept rearing its ugly head and reminded everyone of just how far organized sailing has to go to attract more people to our terrific sport.

Despite the controversy and basically unfair conditions under which the YOOAK Regatta was run, Hobie sailors Jeff Alter/Laura Miller, Hobie Alter Jr., and Keith Christensen/Chris Veneman can be proud of the way they performed and the way they represented themselves and their boat classes. Real "Class."





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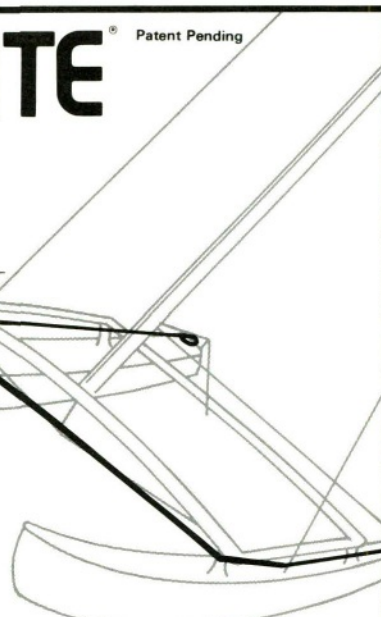
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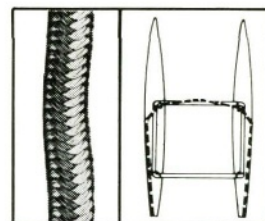
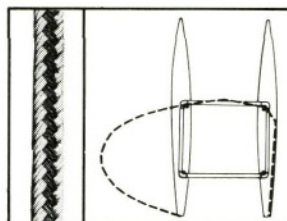
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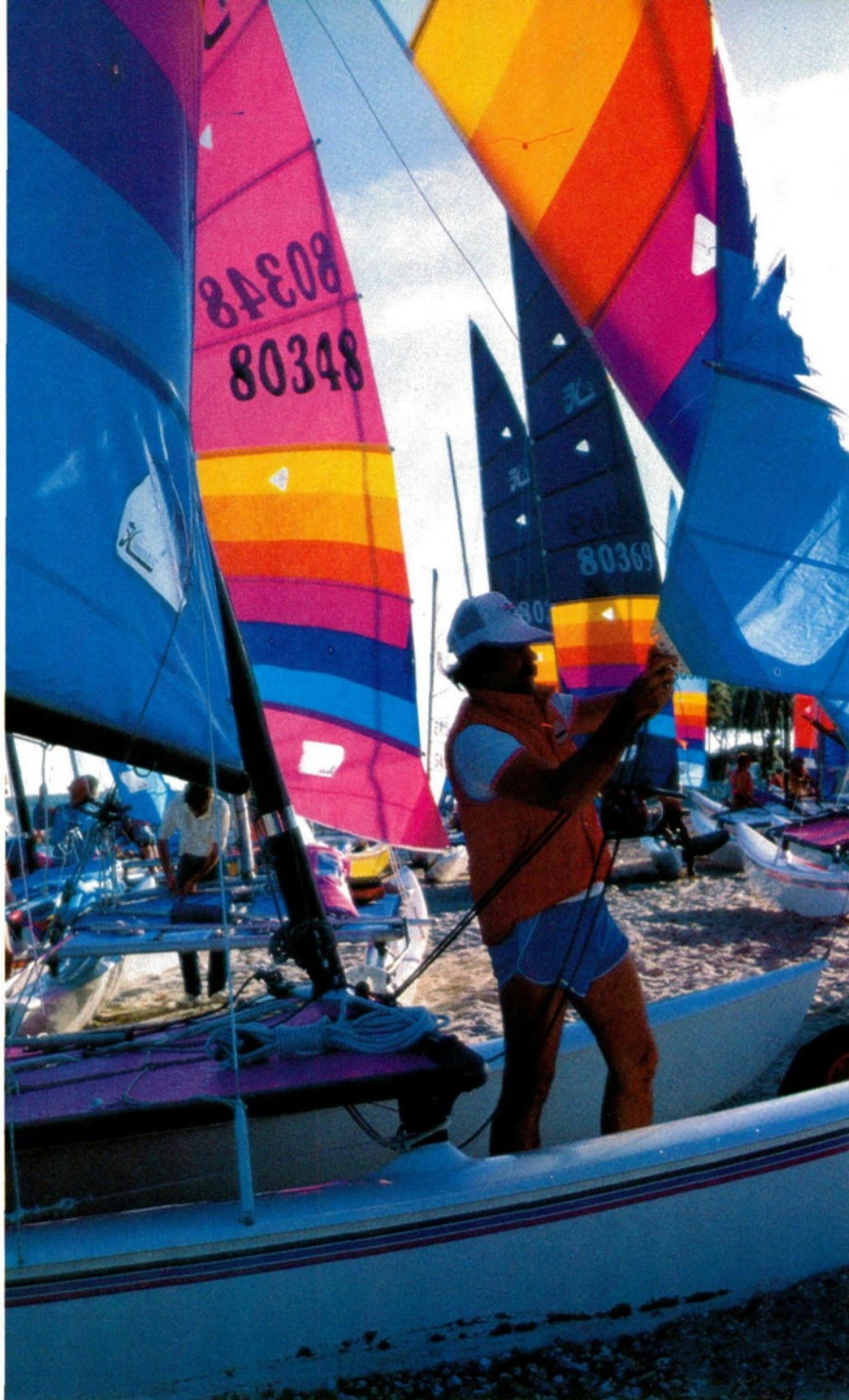
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HOBIE 16 EUROPEAN CHAMPIONSHIP

BY TONY LAURENT



# TEAM GERMANY REIGNS IN ENGLAND

Traditionally, the northern European holiday season extends through the months of July and August. During this period, droves of people are seen travelling South to the invitingly warmer climate of the Mediterranean countries. So what would encourage a group of sailing enthusiasts, Hobie Catters no less, to reverse this trend and head across the channel to "good old" England? Simply this year's most popular Hobie event the Hobie 16 European Championship.

The organizers were perhaps a little anxious at first as to how many sailors from the Continent would be prepared to alter

their annual migratory pattern. In fact over 100 teams representing every European country (except Finland) were soon collected together in the sleepy seaside village of Highcliffe to celebrate, for them, the most important event on their racing calendar.

The facilities really were good. There was plenty of room in the park just adjacent to the club for boat assembly thanks to special permission from the local council. A great little club house complete with hastily erected extensions was available for the many social events to follow. And, of course, the mandatory old English tavern





was close by. At first the locals were a little surprised. "Just what are these funny looking double boats that suddenly began springing up around the carefully manicured lawns?" they asked. "Hobie Cats," they were cheerfully told. Well even the most sceptical of elderly matrons was soon enthusiastically following the next six days of racing. "My - but weren't they ever so fast and the colours . . ." We're not quite sure if the place will ever be the same again but we made quite a lot of new friends amongst these local folk.

So what about the weather? I mean, almost every one knows about the rather mystical English sunshine. Well, it was not exactly shorts and tee-shirts, but the wind was perfect. Tailor made in fact. Apart from one light day, there was a steady 15 to 25 mph west wind blowing for the whole week. Perfect double-wire weather to put a smile on everyone's face. Even the light weights were happy, if just a little tired, after the nine race finals program.

The five race prequalifying round was held over Saturday and Sunday, July 20-21. Over 50 teams were competing for the right to join the qualified teams already selected from the various nationals. Fourteen spots were open and competition was strong. The round was won by Kay and Ingo Delius from Germany, current Hobie 18 European champions. Norman and Pat Annels, former United Kingdom national champions placed second, with one of the bright new teams from Denmark, Bergsoe and Glyden in third place.

For the finals, Coast Cat France had provided 60 new sails fitted with standard battens. The idea being to keep as close as possible to the famous Hobie system of rotating boats—only this time the competitors were rotating sails. On Sunday evening, a computer print-out with all final-

ists' names was posted. Against each name were listed the various sail numbers they would be using over the next five days.

The first race was scheduled to start at 11:00 a.m. on Monday. By 8:00 a.m. eager skippers were already lining up to receive their allocated sails from the Hobie Cat truck. However the day was, in fact, to be something of an anti-climax. It was blowing "dog-of-chains" so to speak. During the night a cold front had moved into the area bringing with it 30 to 35 mph winds which steadily increased during the course of the day. This left the intrepid sailors with only one of two options. Retire to the "pub" or maybe take in a little sightseeing. Needless to say, in true Hobie tradition, the tavern soon became the center of the day's activities. However, some did take the opportunity to head off to London, just two hours drive away.

In an effort to make up for the previous day's loss, three races were held back to back on Tuesday. Full credit goes to the race committee for their expert use of the variable Hobie course chart. This first day proved quite successful for the Dutch sailors with all three races being won by members of their strong team. Tony Van Oeveren and crew Marian Van Der Wal — organizers of the famous Texel race—won the first with the husband and wife team Onno and Jackie Van der Plaat taking the second. Former Hobie 14 European champion Peter Manvis with crew Martin Van der Bunt capped off a fine day for the Netherlands by taking the third.

Wednesday's racing was conducted in a light 5 to 8 mph breeze, the gale from Monday having blown itself out. Two races were held this day with the first of the "new breed" Danish sailors Loffman and Lyng winning the first. Another Dutch team,





Tjibbe Veeloo and Jan Trouw clearly won their second of the day. These two are both renowned Hobie 14 sailors who teamed together just for the event.

A well-prepared, five man protest committee was in for a long night's work that evening. Nine protests had been filed. Fortunately this capable group was able to sort things out in one form or another and happily the club house lights were not kept burning after midnight on the evenings that followed. As expected with 100 boats milling about the course, nerves were a little on edge during this early stage.

After the first five races were completed, it was becoming obvious that the 1983 champions, Detlef and Reinhard Mohr from Hamburg, were slowly but surely settling down to some serious racing. This despite a disastrous breakdown in the first race. Consistently placing in the top five, these two left no doubt that they were in serious contention for the 1985 title.

Three races were held on Thursday, again thanks to the race committee. They were always on time with perfect start lines. Another popular Danish team of Neergaard and Daan clearly won the first with the Germans, Leptien and Braun tak-



ing second. The Mohr brothers consolidated their already strong position with a bullet in the third race of the day. This established the somewhat unique situation of eight different winners from eight races. In fact, when the Delius brothers from Germany won the ninth and only race on Friday, no two races were won by the same team for the entire championship. However with a seventh as their worst race, apart from the 60 point throw out, the Mohr brothers had established a clear winning margin of 22 points, a great effort from these two mild mannered Hobie Cat-ers from Hamburg. In second place overall, also from Germany and also brothers, Kay and Ingo Delius, current Hobie 18 European title holders. Following in third place, the mixed French team of Daniel Pradel and Lianne Andre from Toulon. Fourth and fifth places went to Veeloo and Trouw and Spyker/Spyker, both sailing for Holland.

With only one race on Friday, all teams were back on the beach early enough to begin packing up for the trip home. Many had a long way to go and were committed to ferry reservations back across the channel. Presentation parties after a Europeans usually are held in the same crazy, friendly atmosphere as the Hobie Worlds. Competitors begin to relax after the racing, any old rifts are resolved over a couple of beers and existing friendships are strengthened. After all the dancing and stories, the groups eventually take their leave with usual "see you again next year." That will be in Austria—the first week in June 1986. So if ever you felt you needed a holiday in this beautiful country, come and join us. What better way than to share in the fun and competition that makes up a Hobie European Championship? 







# THE EVOLUTION OF THE HOBIE 17

BY BRIAN ALEXANDER

**J**ohn Wake, Hobie Cat's Director of Research and Development, took a look at the brand new Hobie 17 and declared: "This boat's an evolution. It's not something that just came up three years ago." Indeed, according to Wake, Hobie Alter started experimenting with a new single-handed boat as long as eight years ago, even before the Hobie 18 was introduced. "We all asked ourselves a question," said Wake, "can't we do that better, can't we do that lighter?"

The reason for this experimentation was straight forward enough. After the Hobie 14, the first in the line of Hobie Cats, designers became aware of the fact that the perfect single-handed boat suitable for the majority of male sailors had not been built. The more years that went by and the more races that were held, it soon became obvious that larger men who wished to sail alone on a catamaran would not be satisfied with the Hobie 14. Hobie designers went into action and tried a variety of styles and approaches to solving the problem of obtaining speed, durability, value and challenge in a one-person catamaran and yet maintain all the convenience features for which Hobie Cat had become known.

"The overall philosophy of this boat," said Wake, "was to design a boat for one person to sail and keep it as simple to operate as possible." With that credo in mind, the team set out to create a light, easy to use boat that had good speed potential.

Another major consideration was time. Recognizing the advantage that some sailors feel when they can rig their sailboards in a few minutes and be on the water, the Hobie designers realized that if they made the boat too complex, there was a chance the public would reject it no matter how advanced the technology might be. With one sail and a limited amount of fittings, the rigging process was meant to be an easy

undertaking.

"The boat had to be easy to set up, easy to put together," said Wake. "The more complicated you make the boat, the less satisfaction the guy is going to get out of it. We had to cut down the time it takes to get the boat ready. That was certainly another reason for looking for a better one man boat."

The first try was attempted by Alter. "Hobie knew that the 14 was not the perfect single-man boat," said Wake. So Alter built a boat using hulls that were narrow. According to Wake, the boat was designed to be 18 feet long and ten feet wide. The project was spurred on by designer and shaper Phil Edwards, one of the driving





forces behind the Hobie 18. Edwards had been involved sailing large catamarans with friends and was intrigued with the concept behind maxi cats. Could the maxi cat concept, he hypothesized, be transferred from the 60 and 80 foot vessels to a small cat driven by one sailor? Edwards worked with foam models and finally built a small cat with very little freeboard, the space between the top of the water and the top of the hull. A variety of conceptual experiments were made. At one point a sailboard wishbone boom rig was placed on the boat. The centerboards were originally built to be a part of two molded, arching crossbeams which joined the hulls in a miniaturized version of the crossbeams on a large ocean-going cat.

Despite all the experimentation, Alter and Edwards, as well as the rest of the design team could not make the boat to their satisfaction and relegated it to the back lot of the design center. Still, work on a single-man boat continued with more models and more concepts being explored in between other projects, most notably the start-up of construction on the Hobie 33. "Hobie and Phil and Bud [designer "Bud" Platten] used to have a lot of single man hulls, but nothing really stoked them so they didn't finish them," said Wake.

Months later, while reviewing construction techniques on a Hobie 18 hull that had been cut open, the team stepped back and realized at once that, with some modifications, the Hobie 18 hull shape would make an ideal single-man hull. Wake and the other members of the team then began experimenting with the 18 hull shape. The length of the hull was cut down, and, building on a rough concept of aluminum wings that had been introduced for the first

attempt, mounted wings were added. This gave rise to the Hobie 18 Magnum.

It was obvious to the engineers that simply cutting down the Hobie 18 hull shape and using a single sail was not going to make an ideal solo craft either. For one thing, the daggerboards would serve to complicate the boat to such a degree as to make sailing it a big chore for one sailor. But then, how to keep the boat from sliding sideways through the water? Although the shape of the hulls was somewhat different than the Hobie 18, they were still rounded. Something was going to have to be invented that would hold the boat on line and still be simple to use. To Wake and fellow worker Eric Witte, the answer was a skeg attached to the bottom of each hull that would remain stationary and therefore would not have to be raised or lowered.

Another boat was fashioned that included the skegs and a system for simply plugging the wings directly into the hull without the need for pins or external supports. Also, the hulls were constructed without the familiar turned-down rails. Hobie 14 mast parts were used initially as a base from which to work.

Later, the skegs were molded directly into the fiberglass as one piece, thereby making them stronger and more maintenance free. Although Wake and Witte were convinced that the skeg concept was the way to go, some of the more experienced members of the design team weren't so sure. For one thing, how would the boat sail in all conditions, especially downwind where skegs may not be needed. For another, what would the boat be like to pull up on a beach, especially those with steep inclines as they approach the water.

The only way to find out, of course, was by sailing the boat. The skegs worked well

on all legs including reaching and running, but it proved very difficult to pull up on a beach, something that was very important to racing sailors. "It turned out that the skeg boat was harder than heck to pull up onto the beach," said Wake. "We really believed that the boat had to be a beachable boat to fit into the racing circuit. One man has to be able to at least pull it up out of the surf line until he can get some help to get it up the steep part of the beach."

By the time all the criticisms were in, the only things that remained the same on this prototype was the wing concept and the hull shape. The skegs had to go. The Hobie 14 hardware had to go. And, although Wake fought against it, rails had to be put on the boat. "We went out and sail tested the boat with a flange put on and we thought Oh yeah, this boat actually felt a little better going through the water so I had to admit that the flanged boat really wasn't as bad as I thought it was going to be. It seemed a touch faster and it was definitely drier."

So rails were in and the hull shape was set. But what about the hardware, the sail, and above all, the skegs? Soon it was decided that, in keeping with the single-handed concept, the boat should not only be as simple as possible, but as light as possible too. That helped with sail selection. Mylar was chosen above Dacron since it is approximately five pounds lighter than a similarly sized Dacron sail. Mylar also has the advantage of not stretching so it will accept more tension and flex and will allow for fewer battens, thus implementing the "simple" credo.

But the hardware was just going to have to be redesigned for this boat based upon what the team knew about the praises and complaints that they had received on Hobie 14, 16 and 18 hardware. This was very true of the rudder housings which eventually were built for the 17.

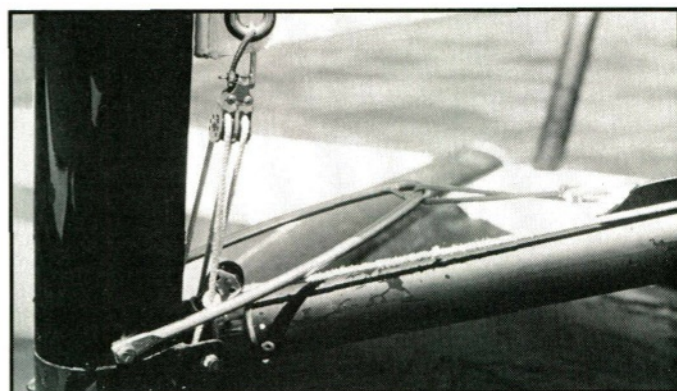
"We heard all the complaints from the 18 housings, we heard all the complaints from the 16 housings," said Wake. "You take those and you try to filter out and try to design a housing that takes some of the good from the 18 and some of the good from the 16 and that's what you see on the 17. That's the kind of thing I mean by evolution. It takes the really good things from the 16 which is the cam system and it takes the lightweight housing of the 18. It has the rake adjustment of the 16 so you can get nice, tight adjustments."

When they turned their attention to the mast and boom, light weight again came into play. "The boom on the 17 is designed specifically for this boat," according to Wake. "It is a much lighter and smaller aluminum extrusion. Again, we went to the other boats and said can't we make this lighter?" The Hobie 17 boom is equipped





With a tapered composite mast that provides excellent flexibility, a wide range of adjustments is possible.



The mast base has been specially tooled to keep it attached to the cross-bar and the gooseneck fitting for the boom attachment is housed internally within the base. The multi-purpose downhaul makes fine tuning easy.

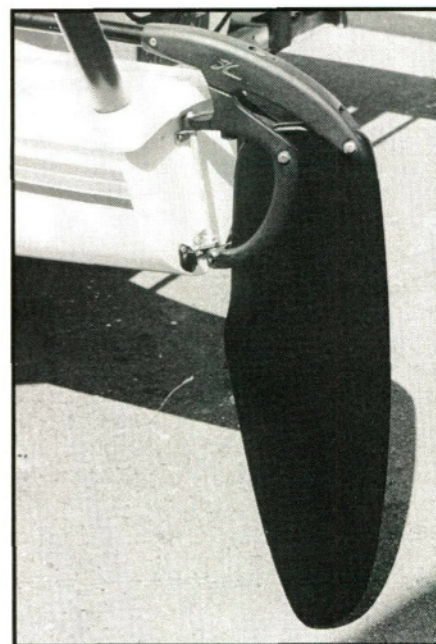
with a 3:1 adjustable outhaul and downhaul. A new mast, however, meant that the boom fittings had to be custom engineered. That lead to some frustration because although Wake claims that metal is "neat" to work with, rope would really be the best since it gives and takes without breaking. "The Polynesians really had the right idea," said Wake. Rope could not be used, of course, so new fittings that could withstand constant adjusting and pressures had to be developed.

The mast is the most flexible mast ever created by Hobie Cat. The mast section above the tang is made of a composite, while the section below the tang is extruded aluminum. Not only is this new composite material essentially non-conducting, but the extra flexibility permits a wider range of rake options for the racing

sailor.

Still, there was the problem of the skegs, or what to replace them with. This being a single-handed boat, traditional daggerboards were not even considered. Skegs had proven to be unworkable. It became obvious that an entirely new concept was going to have to be worked, or the team would have to go back to the drawing board. After nearly a decade of effort on a single-handed boat, nobody wanted to do that.

"Ron [Ron Holder, then director of the design team] came back from the Christmas holidays and said how about this idea," remembers Wake. "I said that I was all for it, but Eric was a little bit against it. It was two against one, but once Eric saw the concept and we built the original daggerboard, he was for it."



The light weight rudder housings allow for rudder rake adjustments. The cams will kick-up when encountering an obstruction.



Witte and Wake went to work in a wood shop and fashioned a retractable daggerboard that would fit into a well placed inside the hull without breaking the plane of the deck. With wooden model in hand, they showed the other members of the team and it appeared as though the daggerboard problem was finally ended. By the time this hastily assembled wooden model was fine tuned, a unique board shape emerged complete with a rear-end protrusion to add strength to the board. Holder suggested a spring to add tension when the board was drawn into its housing, and the basic design of the boards was set.

To make it simple for a sailor to adjust the boards for different tacks and to keep the deck area as uncluttered as possible, a small line was run from the board through the deck where it was attached to a handle. When the line was released from its small, aluminum cleat embedded into the hull, the spring forced the board down into the water. When the board was not needed, the sailor could simply lift the line, cleat it, and the board would fit neatly into its well which was molded into the hull. For those who use several settings, knots could be tied into the line. To lower the boards a little, one or two knots would be paid out and then the line cleated. All this means that a sailor would not have to spend time thinking about his setting. He could simply preset a number of settings into the line and use them when the time arose on the water.

With the addition of the spring in the daggerboard housing, the boards became self tending. In Wake's view, this was a major plus for the lone skipper. If he should forget to raise the boards, no damage would be done because the boards would simply give way when they ran into the sand and recess automatically into their wells. Because of their shape, they could not catch and keep kelp, the bane of crews sailing in waters that support kelp growth, so there would not be constant raising and lowering of the boards to clear aquatic plants.

Wake is especially proud of the job the designers did in creating the daggerboard wells. "This is a molded single piece as part of the hull. To me, nobody has ever done anything like this. That is a very deep trough to be drawing out of fiberglass. Why is this good?" he says before being asked, "Because it minimizes leaks since the hull and the trunk are laminated together." When asked whether or not the well will support the weight of a sailor who has to right the boat many times, Wake smiles and points to a cutaway portion of the hull that reveals a bulkhead at the point where stress would be exerted during righting.

With the daggerboard problem solved, only the bits and pieces of the boat had to be decided upon. The goal for all these smaller details was lightness. "Every time we approached something on this boat," stated Wake, "we asked How can we make this lighter?"

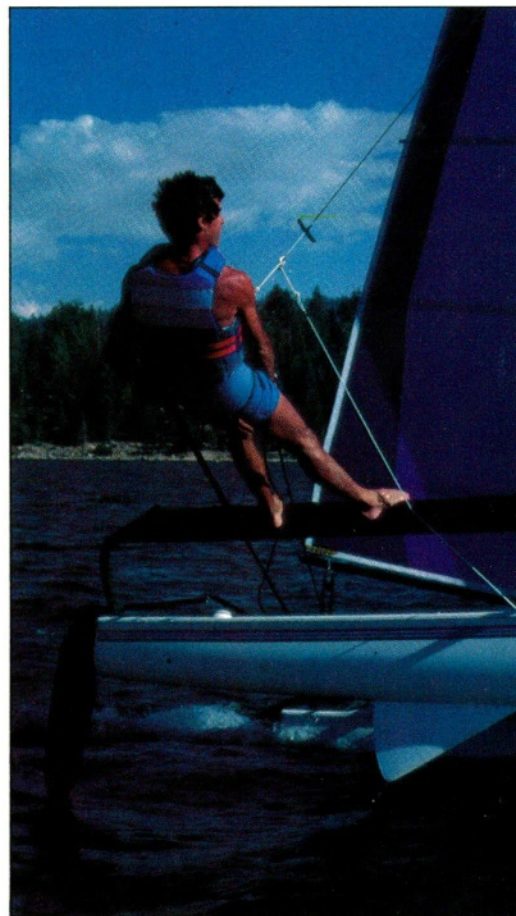
For example, a mesh trampoline was found to be lighter, although it does allow more water to reach the sailor than with the standard Hobie trampolines. Since sailors are expected to spend a lot of time on the wings, however, the engineers felt that the trade-off of weight for dryness was worth it because water would not be able to reach sailors sitting on a wing. According to the Hobie Cat sales department, the traditional solid Hobie trampoline will remain standard since many prefer it and the mesh will be offered as an option.

The wings themselves are longer than those on the Hobie 18 Magnum and are constructed so that a sailor can trapeze off the stern corner of the boat. The wings were bent to form a 45 degree angle so sailors would not have to trapeze off a rounded edge, but would have a stable platform from which to sail. "This is the hot position," said Wake of the back part of the wings. "It's really fun to be back here on a reach."

Does this fun extend to women as well as men? According to Wake, few women would have the weight and strength necessary to handle the Hobie 17, especially in heavier winds, but he refused to rule out very talented women skippers or those women that are bigger and stronger. "It's a little bit of a boat to handle for a girl," he said. "You figure a girl that weighs 100 pounds or 110, she shouldn't be sailing this boat. It's designed more for a 170 pound person." According to Wake, the maximum weight the boat should be expected to carry is about 275 pounds.

Wake, Edwards, Platten, and the rest of the team are proud of the work they put in. To listen in on conversations between these designers is like listening in on artists discussing a painting, or film makers talking about how best to approach a problem. That necessarily leads to creative differences and there were a lot of compromises that had to be made on all sides in order to produce the Hobie 17. But, according to Wake, just about every compromise that was made has proven to be the right move and the person who fought hardest against a particular idea often had to admit, however grudgingly, that the controversial theory was sound.

Just how sound the theories about the Hobie 17 have been was proven by a device called a cycling machine. Basically, a cycling machine is a pneumatic pump that moves and stresses the boat in almost the same way that sailing ages a boat. The



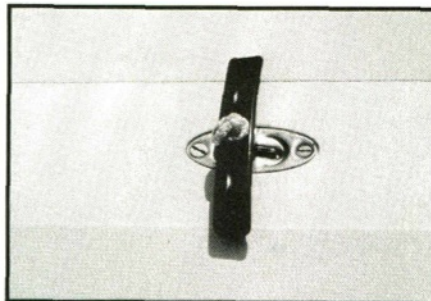
first Hobie 17 was placed on the cycling machine, hull raised about eight inches off the ground, and was run for over 500 hours. Cables tug on the sheet, tighten the rig and then relax. Two hundred pounds of weight sit on the "windward" wing. This day and night torture has produced some failure of hardware and one or two minor modifications were made, but none of the major components has weakened, and, as this article goes to print, the cycling is still going on. In addition, three boats were sent to Hawaii to tough out the punishment heavy winds and seas can inflict.

Another sort of test was completed in the Yachting One-of-a-Kind regatta when Hobie Alter Jr. took the first production Hobie 17 into the races. [See Pam Bell's story in this issue.] A look at the elapsed times for the boats in the same fleet as the Hobie 17 prove that the boat, despite being single-handed and cat rigged, can still be competitive with not only the other Hobie Cats but with other brands as well. When the times of all five races are combined, the Hobie 17 finished a total of three minutes, 51 seconds behind the Prindle 18. The Hobie 17 beat the Prindle 18 in the first two races. The Hobie 17 even beat a Hobie 18 Magnum in the second race, although it finished 13 minutes, 28 seconds behind the Magnum in total time. The Hobie 16, with Keith Christensen and Chris Veneman aboard, finished one minutes 45 seconds

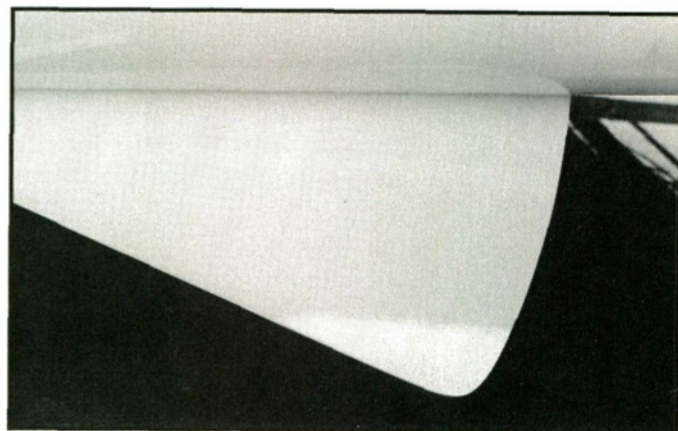




One line running through the hull raises and lowers the daggerboards. Preset knots can be added to allow a variety of positions.

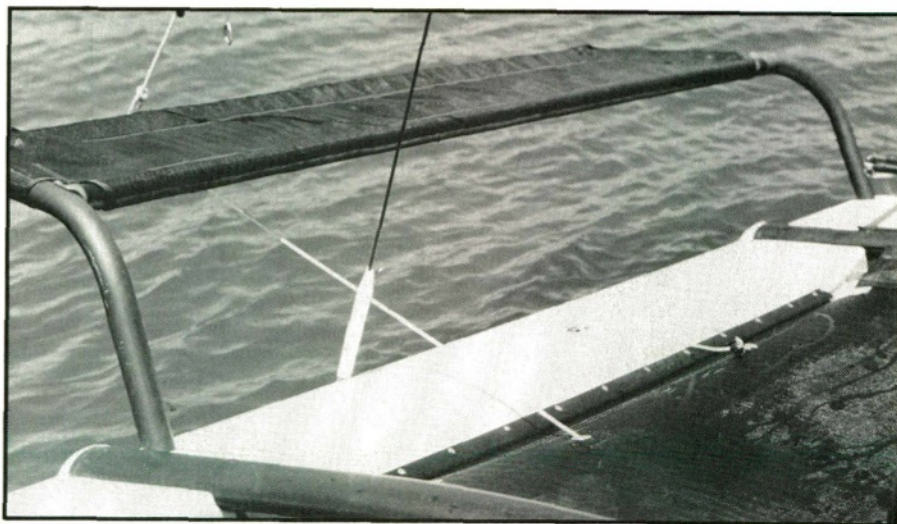


Daggerboards retract completely into their wells. Their shape will not carry kelp and they will retract automatically if they hit an obstruction.



ahead of the Hobie 17. A look at the races demonstrates that in each race the Hobie 17 and the Hobie 16 were very close in elapsed time. Once sailors learn more about the Hobie 17 and its eccentricities, Wake expects this short gap to widen.

The story of the Hobie 17 is really a story about the creative engineering process. Half a dozen of the country's best shapers and technicians set out to make a new boat, starting with Hobie Alter and continuing through the years to John Wake. Along the way, Phil Edwards, Bud Platten, Eric Witte, Ron Holder and several draftsmen fought over small details, argued for design changes and finally managed to arrive at agreements on what should go on the boat and what should stay off. The boat has been tested on the water in races, cruising situations, and on the tortuous cycle machine. Despite all that testing and years of research and experimentation, the final test result is eagerly being awaited by both the designers and the corporate executives. They are all hoping that this most crucial test is passed with high marks. That test, of course, will be given by the first sailors to buy the Hobie 17. Time has proven that the customer has the sharpest eye of all. No matter how well designed the boat may be, if the customer doesn't step onto the boat and feel he's bought the best, the effort has been wasted.



Unlike Magnum wings, the optional Hobie 17 wings fit directly into the boat for simple removal.





# THE HOBIE FAMILY PORTRAIT

THE HOBIE 14







Well, I really like 'em both. When it blows, I like hiking out. The boat has such quick response, that I really get a charge out of it. The Turbo's a blast especially when it's blowing. I wish I had one of each!

—Woodie Cope

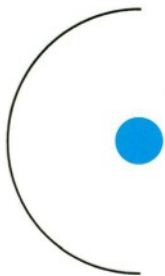


THE HOBIE 14 TURBO

PHOTOGRAPHY BY GUY MOTIL

NOVEMBER • DECEMBER 1985/39





THE HOBIE 16



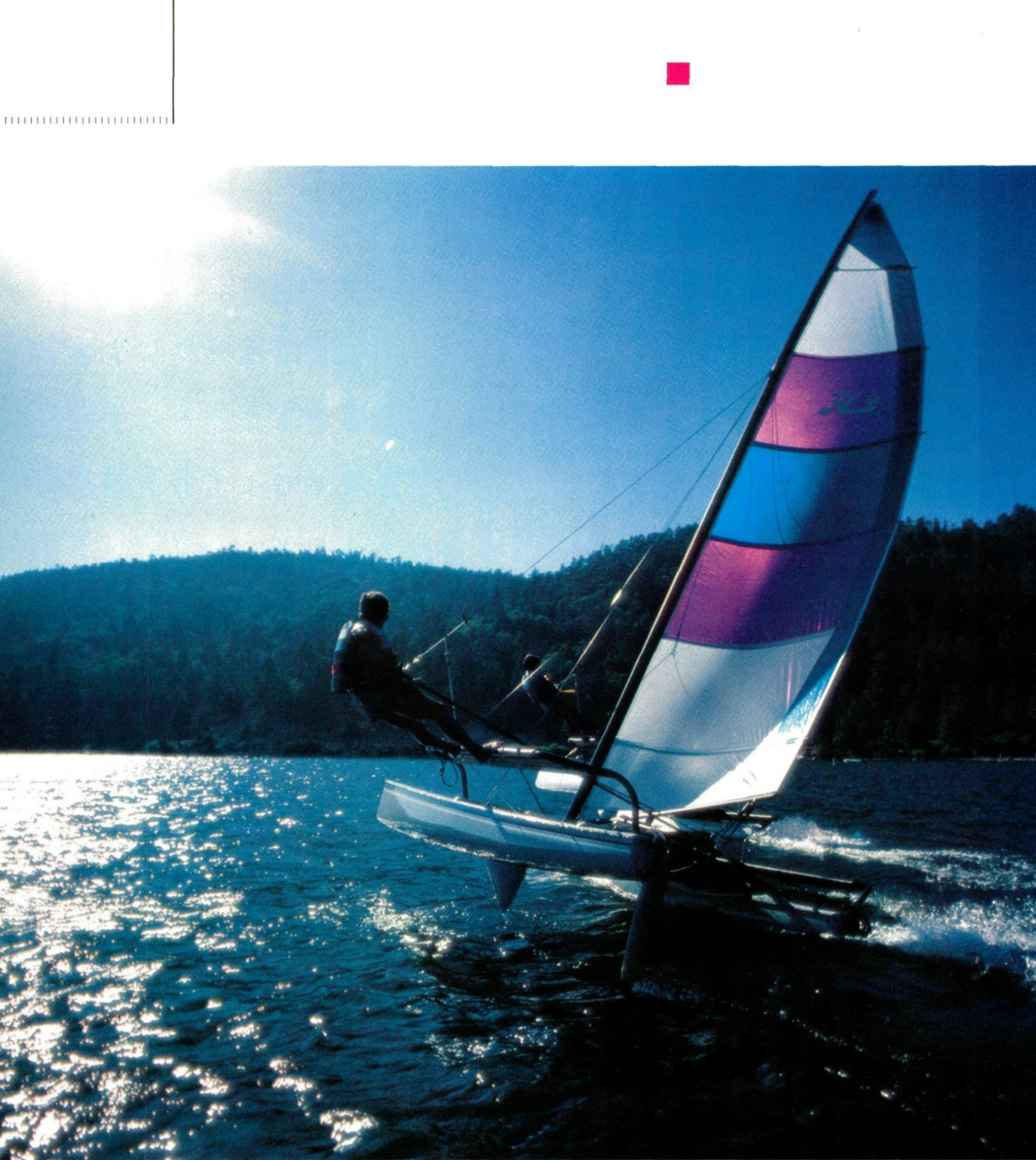




I like the 16 because that's where the competition is. The class has the most depth and quality sailors. Plus it's a really fun boat to sail. It is really comfortable.

—Alan Egusa









THE HOBIE 17



The Hobie 17 is really going to excite those people who like to sail a challenging boat, but like to do it alone. You can take two people, and sail well, but when one guy is out there and the wind is good, it's a real thrill. The wings are the real hot seat.

—John Wake





THE HOBIE 18



My husband and I sail the 18 because it's something that both of us do together and it's a really challenging boat. It's the kind of boat that let's you be as good as you think you can be with more adjustments and tuning and a lot of speed. It's really pretty powerful.

—Ulanda Smith



# HOBIE RACING

HOBIE RACING

November/December 1985

## **IN THIS SECTION:**

*Major Regattas*  
*Regatta Schedules*  
*Fleet News*  
*Regatta Results*



Robert Brown

## WORLD HOBIE CLASS ASSOCIATION

The racing section of the *Hobie Hotline* consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and black and white glossy photos only. Return of photo contributions cannot be guaranteed, so please submit duplicate photos. Send all contributions to Liz Reed, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.



# MAJOR EVENTS

## MAJOR REGATTAS

October 27-November 3

### Absolut Cup Sailing Series

Hobie 14 U.S. National Championship  
Lake Mead, Nevada

H.C.A.  
619/758-9100

November 24-30

### Absolut Cup Sailing Series

Hobie 14 World Championship  
Puerto Rico

H.C.A.  
619/758-9100

December 28-January 1, 1986

### Southeast Asian Championship

Singapore

H.C.A.  
619/758-9100

## REGATTA SCHEDULE

### DIVISION 2

October 19-20	Castaic for Ladies Lake Hughes, CA Fleet #180	Windy Sails 818/365-4531
November 2-3	"F" Fleet Worlds San Diego, CA Fleet #3	Dan Ketterman 213/420-9306
November 17	Fall Series 2, Race 1 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306
November 24	Fall Series 2, Race 2 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306
December 8	Fall Series 2, Race 3 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306
December 15	Fall Series 2, Race 4 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306

### DIVISION 3

October 19-20	Napa Wine Tasting Tour San Jose, CA Fleet #30	Mike Ettl 408/997-6615
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### DIVISION 8

October 20	Triangle Points Race S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202
November 10	Distance Race: Big Bay S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202

December 1	Tringle Points Race S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202
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\* Indicates a Points Regatta

### DIVISION 15

October 19-20	Bayou Classic Regatta Island Queen Resort, LA Fleet #55	Roger Denson 504/926-6969
October 26	Mad Dog Renegade Regatta Shell Point Fleet #43	Jacque Myers 904/599-3481

### INTERNATIONAL

October 19- October 21	British Nationals Turbo Blythfield	Tony Miller 44 0703 464-350
October 19- October 20	Tumpel Trophy Koln Zulpichersee	Hanjo Zimmermann 49 05221 82071
October 20- October 21	Gaeta Gulf Gaeta	Carlo Lepsky 39 06 379-1210
October 25- October 27	D. Klassenmeisterschaft Berlin	Hanjo Zimmermann 49 05221-82071
October 26- October 27	Ausklund Goldkanal Goldkanal	Hanjo Zimmermann 49 05221-82071
October 26- October 27	Cloture Hobie Ski C.N. Crans	Christain Dalgas 41 022 762-587
October 26- October 27	Fleet Regatta Gratham	Tony Miller 44 0703 464-350

## FLEET NEWS

### DIVISION 2

#### Hobie Fleet 66 Benefit Regatta

Fleet 66, Division 2

"Making headway for GOMPERS! That's what more than 100 sailing vessels will be doing May 18 and 19 at Lake Pleasant . . ." Did you hear that particular message on your favorite radio station?

Well, you and the more than 300 visitors and entrants in GOMPERS Third Annual Benefit Regatta!

Hobie Fleet 66 did their usual bang-up job of organization so that everyone had a fun, safe time—sailors and drylanders alike. The Lake Pleasant Sailing Club offered their boats and crews to give Arizona landlubbers a taste of the seafaring life for a mere

two dollar donation. Keel hauling and plank walking were strictly prohibited on the hour-long sail around the lake! GOMPERS' staff and friends manned a booth selling cold drinks and tickets for the rides.

Raffle tickets for donated prizes were sold during the month prior to the Regatta, with prizes ranging from a Windsurfer to a Sony Walkman. No one offered deck

swabbing as a prize, however Southwest Auto Leasing did donate a complete auto detailing! Many volunteers were responsible for the success of this venture, including the local merchants who supplied refreshments for the workers and donated raffle prizes.

GOMPERS received a check for \$1,400 from Dave Baker, Vice Commodore of Racing for Hobie Fleet 66, at



# FLEET NEWS

their July meeting, where special certificates of appreciation were presented by Don Morris, Executive Director of GOMPERS.

Many thanks to the community at large for supporting the work we do for the disabled, particularly to the sailing community who continue to aid us in our mission. Same time, same lake, next year!

## The Absolut Cup Hobie 16 Division 2 Championship

by Dan Katterman and Carolyn Howard

Many Hobie sailors began the weekend, Friday evening at a local restaurant called Legends on 2nd Street in Long Beach. Our host Absolut Vodka offered a special price on all happy hour drinks to start the weekend right. A casual but noisy atmosphere prevailed as friends gathered in anticipation of a fun weekend at Hobie 16 Division 2 Championships. Overcast skies and prevailing Southwesterlies greeted us Saturday morning causing a delay in schedule. Ninety-three registered Hobie 16's eagerly awaited as the light wind at the start progressed to nice double trap clear blue skies by the third race. A relatively new course was used to make racing more comfortable that utilizes a starting line leeward of the leeward turning mark and a second committee boat for the finish which is positioned near the middle of the course of a standard triangle course. This allows a longer weather leg the first time around the weather turning mark and takes out a sailing obstruction from right in center of the course.

At the end of the day, arriving in the parking lot, the racers were greeted with a delightful sight. While Paul Petti was romancing the Absolut team on a press boat, Joyce Petti had the Fleet three beach team busy preparing a BBQ of hamburgers and hot dogs with all the trimmings provided by Absolut. What a sight for hungry tired racers.

Sunday brought shifty winds and an Excedrin headache for the race committee on the start boat. After changing the course number three times before the first race could get started, the wind

finally set in the correct direction and there were two good races. With the excitement of fast moving boats trying to pass each other and still stay in control while keeping that leeward bow from digging in, a couple of overheard racers said that on a reach from B to C mark, they couldn't resist the urge to give a few gusty Yahoo's! Fantastic! Just imagine, sitting on a speed machine thinking and wondering, should I sheet in a little more? How much longer can I get away with this? Can I drive her a little bit harder?

As the last boat finishes, Jack Higgins at the computer, soon has the results of the trophy winners, about everyone who participated was a winner. We all had a super fun weekend thanks to Absolut's help, the board and our 14 and 18 sailors. They are the ones who put the fleets needs before their own to give us another great Fleet 3 Divisionals.

## DIVISION 3

### The 1985 Tomales Bay Regatta

Fleet 281, Division 3  
June 29-30, 1985  
by Rick Bennett

By all measures the regatta was a success. The bay has a nasty reputation of being very windy and rough. Last year, as we recall the winds blew about 35 mph. Consequently, those who attend this regatta are usually the hard core salt water sailors. We were pleased to have forty boats participate in the racing. For those who stayed at home, Tomales was mellow this year. Saturdays racers were greeted with moderate shifty winds in the morning that quickly filled in to 15 to 20 mph. Three long races later, the day ended with a bunch of tired and thirsty sailors. Sunday morning greeted us with lots of sun and no fog. This meant that the winds would probably be somewhat lighter. The course was reset to make the A to B leg of the course the downwind segment and B to C was a beam reach, with C mark just off the marina. The spectators certainly appreciated the action.

Some of the old pros were doing their thing quite well.

Despite being over early in the last race, an AC twice around, Pat Porter and Laurie Robertson finished first and first overall in the 16A class. For the fifth year in a row, Allan Timms and Misha Orloff swept the 18A competition with six bullets.

Fleet 281 sailors included Doug Holloway, John Schultess, Richard Severenson, Don Winkly, Mike Montague and soon to be new member Jerry Johnson.

Special thanks to those who worked so hard to make this race a success. Vice Commodore Doug Little and Denise Anderton for an excellent job on the Committee boat and scoring. Lisa Nelson and Ed Peterson for assistance on the committee boat. Skip Little for all the custom painted signs and our new course cards. Chase boat crews Rich Stout, Rex Bennett, Don Whittier and committee boat and chase crew Chuck Ridgeway. We are most appreciative of our sponsors, George Homeenko for chase boat crew and Empire Sailing, Eagle Distributing (Michelob), Marconi Cove Marina, Clover-Stornetta Farms, California Cooperative Creamery and special thanks to Lance Aldrich of Cleek/Print for the design and production of the trophies.

### Roaring 20's Regatta and Division III Championships

Fleet 20, Division 3  
San Jose, California  
by Jerry Brenny

The 1985 edition of the Roaring 20's Regatta/Division III Championships is now history and by all reports it was a real success. Attendance was

down slightly from last year but those who made the effort to attend were treated to two days of fine sailing.

Led by Commodore Mike Ettl, the Fleet 20 crew, with the cooperation of the weatherman, was able to conduct four races on Saturday with two races being held on Sunday. Coffee and donuts plus plenty of "giveaways" were provided to the racers prior to the beginning of racing each day.

The Roaring 20's Regatta has the reputation of being a very demanding race and this year's regatta proved no exception. Both days started out on the cloudy side but then the sun broke through and the wind started to blow, as the name implies, in the 20-30 kt range. Race committee chairman Mike Sowers and his crew managed to contend with a rather unpredictable wind direction and still provide the competitors with some exciting racing. The safety boats, led by Bob Eustace, were kept busy helping those sailors who managed to exceed their limits. San Francisco Bay is quite shallow in the race area and several masts returned looking like they had been used for digging clams. As the boats returned from the races, George Mabie and crew assisted the sailors in getting their boats out of the water and onto their trailers. That sure is a welcome sight to see George and the gang coming to assist you with your boat.

LaVerne Haubl and her scoring committee, with the able assistance of the local ham radio club, were able to have results completed just as the last racers were returning to the beach area. Trophies,

# DANGER



**Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!**



# FLEET NEWS



coordinated by Ron Fikes, were presented to the victors. Steve Cary and Deanne Link of Livermore took home the first place trophy for the 18A fleet with Ken Brown and Randy Pevevill of Oakdale winning in 18Bs and Rich Severson and Jim Rhoades of Sebastopol took first in the 18Cs. Pat Porter and Laurie Robertson of Homewood won in 16As with Scott and Doug Johnson of Pacifica winning 16Bs. Lew Stark and Dave Giguere of Grass Valley took the 16C fleet followed closely by Jim Douglas and Brian Huffman of Cupertino. Wayne Mooneyham of San Jose dominated the 14A fleet with Dave Williams of Folsom edging out Mike Britt of San Jose for the 14 Turbo first place trophy.

Numerous sponsors, the San Mateo County Parks Dept., the Coyote Point Yacht Club and many hard working volunteers, both fleet and non-fleet members, pooled their talents to make this regatta one of the high points of the Division III sailing calendar. Our thanks to all of them for their support of Hobie sailing in the San Francisco area.

Two Fleet 20 members, active on both the local and national Hobie scene, are celebrating rather significant

events. Alice Crema, Hobie 14A sailor and former Fleet 20 officer, was married on Aug 31 to Robert Gilles. Our congratulations to Robert and Alice.

Fleet 20's oldest member, the Ancient Mariner, Bob Eustace, celebrated his 60th birthday at the fleet meeting in August. Bob races both the 16 and 14 and participates in regattas from the local to the national level. When he is not sailing, Bob can be found scooting around in his rubber boat helping the rest of us should we capsize, need a beer or just want to shoot the breeze. By the way Bob, shouting "respect your elders" does not give you the right of way. Congratulations, sir!

## DIVISION 5

### 2nd Annual Hobie Cat Sports Regatta

Fleet 67, Division 5  
Deer Creek, Utah  
June 8-9, 1985

Thirty-one boats turned out for Fleet 67's points regatta at Deer Creek Reservoir's sailboat beach. The lake is nestled under snowcapped Mt. Timpanogo near Heber City, Utah. Heber City is the home of the famed "Heber

Creeper" railroad which climbs one of the steepest grades ever attempted in railroad history. Sailors were treated to the sight of the old steam engine as it made its way along the west bank several time a day carrying tourist excursions. With the temperatures in the 90's and wind at double trapeze strength, excellent sailing was assured.

Windbends due to shore configurations combined with fluctuating shifts made the racing a real challenge for the participants and the Utah sailors made good use of their local knowledge. Three of the top four 16 A sailors were from Fleet 67 as Mike Shearer led the way with 4.25 points. In 18A, Parry Brown of Fleet 67 pushed Lee Roll to the limit and both sailors finished with 5.50 points, with Lee taking first place with a one point difference in throwouts. Craig Simpson managed to win four very close races in 14A to ace out his rivals. With all the races hotly contested, the race committee did an excellent job scoring the races even with four or five boats finishing together.

Taking the wrong tack could lead to disaster, which the 14 fleet found out as they tried to take the back way to Park City and the Baja Restaurant where many sailors met for Saturday's evening meal. You can't always trust the locals, guys! After enjoying a scenic ride, they finally made it in to help enjoy a Mexican dinner and a few cool ones. Despite the low number of boats, this regatta was a closely contested and thoroughly enjoyable event.

### Memorial Day Points Regatta

Fleet 48, Division 5  
Heron Lake, New Mexico  
May 25-26, 1985

On Memorial Day weekend, Division 5 sailors head for Heron Lake, N.M., knowing that in addition to great sailing conditions and warm weather, a special brand of hospitality awaits them at the end of their journey. Fleet 48, based in Albuquerque, started the regatta off with their traditional Friday night happy hour, featuring Bacard-aritas and other libations courtesy of Bacardi Rum, a new sponsor this year. As the nearest hotel is a his-

toric relic of the 1880's and is also 20 miles away, campfires burned under the bright New Mexico stars.

Heron Lake is known for its strong winds which start around 11 a.m. and stop promptly at 6 p.m., but on Saturday morning, light airs greeted 82 boats ready for some action. The race committee had confidently set a long course worthy of a Nationals competition and sailors weren't too disappointed when the wind filled in by the end of the first race. Saturday evening was fiesta time as Susan Carnell and the rest of Fleet 48 served up a Mexican feast to 200 hungry people. A bonfire ensued and all the happy campers could be heard singing the refrains in lusty voice.

Sunday brought more of the previous day's good wind and racers headed out to improve their positions. When all the results were in, Lee Roll had won 18A, Will "It's A Boy!" Tully had sailed consistently well in a 16A fleet that let no boat win more than one race and Walt Fite took the gold in 14A. While waiting for trophy presentation, Fleet 48 served up hot meat and cheese nachos with plenty of beer kept cold by snow from the surrounding mountains. With Monday being a holiday, everyone relaxed and enjoyed another beautiful night. The evening's activities included the traditional but infamous "Chair of Death" (sponsored by "The Team"), dispensing kamikazes to those inclined to have an after dinner drink. Knee pads were noted in use by one well prepared individual.

When Monday morning came (too early . . .), it was time to say goodbye to all our friends, old and new and cruise on back home. New Mexico may not be famous for its seashore but if you ever visit Heron Lake on Memorial Day, you'll always remember one of the best regattas anywhere. Division 5 salutes the members of Fleet 48 for their outstanding ability to host this event year after year.

### 4th Annual Mountain Madness Points Regatta

Fleet 61, Division 5  
June 22-23, 1985

Mountain madness refers to



the strange winds that swirl around Lake Grandy and also describes what happens to sailors who venture out to race Hobies in the heart of the Colorado Rockies. Snow patches were still visible on the surrounding mountains and what used to be snow is now the water in the lake, chilly-willy indeed. Fortunately, there was plenty of sun and temperatures in the 80's as the racers headed out to test their skills in winds which constantly changed in both directions and intensity. Two boats even reported sailing upwind in the same direction while on different tacks. Madness.

Saturday evening saw the event participants move over to Gala Marina for the long awaited "Black Tie and Long Johns" party. Mountain Madness took on a new meaning as the band played "The Rodeo Song" just one more time and "Goombay Smash" punch added emphasis to the proceedings. Fleet 61's incomparable Social Directors Max Hinneberg and Steve Tarasar (known in family publications as "The Team") did a terrific job organizing all the elements necessary for the evening to be a success. It was a night to remember, destined to become the season's most talked about (at least until the next Toga party ...).

On the more serious side, the intrepid sailors braved the elements' challenges to sanity as they headed out to complete the five race series. When the dust settled, Dan Zabel had moved up from Saturday's standings to win 18A, Will Tully had overcome strong competition to lead 16A, while Craig Simpson snatched victory in 14A. Welcome Fleet 50's Dale Lindholm and Connie Vader to A-Fleet as they broke from the ranks with consistent sailing in difficult conditions.

Fleet 61, based in Denver, has many problems to consider when hosting a regatta 2.5 hours from home at a cold mountain lake with no facilities in place. The Fleet came through with the help of several friendly chase boat owners and sponsors Papillion Distributing and Gala Marina and put on an excellent, safe regatta. We'll all be back next year as soon as they let us out of the asylum ...

## DIVISION 6

### Gulf Coast Championship Fleet 8, Division 6 Houston-Galveston by Walt Tucker

The weekend had finally arrived. One we had been looking forward to all year. Big names, a lot of boats and a lot of man power to get things rolling.

I arrived on the beach about two p.m. Friday. There were already four boats on the water. People would be coming from all over the Gulf Coast area for this one weekend.

As I set up camp, a few more boats arrived. These were from Oklahoma. Then two more cars and a motor-home pulled up. It was Rick Eddington with the team from California whom I had been waiting for. Jeff Alter, Allen Egusa and Keith Christensen were three of the five on the California team and all were ready to go sailing. The Sailboat Shop in Houston loaned Jeff, Allen and Keith new boats for this race. Fleet members supplied the other two boats or so that the five could all race. They spent about two hours rigging out the new boats.

The winds were blowing about 15 knots on Friday afternoon. During the day I watched it shift more to the south and continue to build. If the wind would be like this on Saturday we would have some good racing.

Carlton Tucker came pulling up late that afternoon with the Florida team members. The big guys had arrived so things were going well so far.

Friday night came and we had about 60 to 70 boats on the beach. Not a bad start. The last skipper I talked to came at about one a.m. and he came from Baton Rouge, Louisiana.

Saturday morning came and things were getting started. Boats were lining up to get in at the gate. People were running around talking to everyone and getting more excited about the race. Skipper's meeting was at 11 a.m. and white flag at noon. This was to give the racers time to get ready or to rest up a little more for those who had arrived late.

Skippers meeting was called on time and the beach

rules were read since so many people were from out of state. The meeting was then turned over to Vice Commodore of Racing Chuck Hoffmann to go over racing rules and starting sequence. The racers were informed that the boat count was 148 with 51 of those racing in 16A, our largest class. The racers were then told that the main committee boat was "First Choice", a 47 foot Centurion owned by our own 16A fleet member Bill Choice, Sr. on which Marty Weick and Steve McConathy were in command. The leeward pin boat was "Cruise Inn", a 43 foot Endeavour owned by David Bauer.

The first race went off on time at noon. The winds were light but Gulf Coast Championship was under way. The first race took about one and one-half hours. We broke for lunch and started the second race at 3:30p.m. The winds had started to pick up a little and just like on Friday had begun to shift. We had time to change the course before the second race started. By the

time we were about half way through the winds had finally gotten to about 10 to 12 knots, fair racing but it could have been better.

Jeff Alter who had won the first race had dropped back into second and Mr. Kruut from South Africa by way of Florida had worked his way up to first with Carlton Tucker right behind him. Allen Egusa moved to third as Jeff Alter dropped back to fourth. This was the way they finished.

The third race was right after the second. 16A fleet had two general recalls so they had to start after the end of the other starters. Marty and Steve delayed the start to make the starting line longer. With 51 boats, it was tight at the line but finally 16A fleet was off. Rick Eddington from Houston pulled out a first in the third race with Kruut second and Allen Egusa in third. Chuck Miller from Fleet 99 out of Corpus Christi pulled out fourth place with Jeff Alter in fifth. The third race finished up about 6:00 that evening. Now the fun could begin.

## Join a Fleet

Thought about joining up with fellow Hobie sailors in your area? Send us this coupon and we'll let you know where your closest fleet is located.

☐ I would like information on how to contact the fleet closest to me, which, according to the Fleet Directory listing in the HOTLINE, is fleet # \_\_\_\_.

☐ I can't find a fleet that is located near me, therefore send me information on how to start a fleet.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Send to: The Hobie Class Association  
Attn: Liz Reed  
P.O. Box 1008  
Oceanside, CA 92054



# FLEET NEWS



The beer was cold and flowing. The barbecue pit was lit and the fire was about ready to start cooking. Larry Bandemer and Rob Laird headed up the cooking team. Their big question from everyone was, "What are you guys cooking?" When told fajitas, their next question was to find out what fajitas were. We knew they weren't from Texas. After Larry explained to them what a fajita was, they couldn't wait to eat. Along with the fajitas we had guacamole dip, hot sauce, chips, beans, chili con queso and pico de gallo. The food went fast for the 425 people we served.

After the meal, Tommy Delisandri headed up the raffle with a lot of good give aways. As soon as the sun went down the mosquitoes came out and things began to wind down though many continued to enjoy the music supplied by Chris Shaw who kept us entertained all weekend with his great sound system.

Sunday began with an eight a.m. divisional meeting to discuss next years schedule and elect new officers. The meeting lasted about 30 minutes and the work began again.

The winds were at about 8 to 10 knots Sunday morning but by the start of the first race it had died.

Listening to the weather radio we were hoping the bad weather would get just close enough to us so that we could finish the races with wind but after one and a half hours and no finishers we had to abandon the fourth race hoping we could wait a little and get a white flag up by one p.m. for the last race. The wind did finally pick up a little so we started to move the marks to the winds. Between noon and one p.m. the race committee moved the course around three times because the winds were so shifty. One p.m. came, white flag went up and the last race was under way. Winds were fair so the racers were given short courses to wind things up.

Trophies were ready, scores were figured up and at about 3:30 p.m. I began trophy presentation. Ray Seta, Division 6 Commodore gave out divisional trophies first then we began presenting trophies for this race. Local racers did really well. Rocket out of Florida took first in 14 class and

also had lowest points overall with four first place finishes. Fleet 8 racers took 10 trophies out of 27. Not bad for our fleet. We were disappointed to give up the team trophy this year. Last year Team Texas won it and it had looked wonderful on display at the Sailboat Shop for the past year. Team California won it this year. They'll need to come back to Gulf Coast Championships next year probably in Florida to defend the team title.

Thanks once again to all who helped to put this race on and also to those who came from so far to race in it.

## DIVISION 7

### Beefeater Madism Regatta

Fleet 472, Division 7

Marshall Park

Madison, Wisconsin

July 13-14, 1985

by Dennis Carlson

The First Annual "Madism" Hobie Points Regatta sponsored by Beefeater Gin got off to a super start on Saturday July 13, with 15 to 25 mph winds out of the south. After two morning races on Lake Mendota near Marshall Park, sailors enjoyed a lunch of hamburgers and brats — accompanied by lots of Michelob, most likely enhanced by the warm, humid weather!

During lunch the wind began shifting, so the race committee reset the marks before calling the first afternoon start. However, much to the chagrin of the race committee, the wind shifted another 45 degrees to the west between the first gun and the start of the 18A fleet. What a fearsome sight! A hoard of Hobie 18s on a port tack heading for the committee boat on the starboard end of the line. When the gun went off, believe it or not, the entire fleet had cleared the line without a single collision and the committee boat remained unharmed.

Five minutes later the 16A fleet wasn't so lucky. A couple of 16s were unwillingly pushed across the starting line early and a couple more collided. Fortunately, no boats were damaged and the race went on.

In spite of the wind shift, the velocity continued at about 20

mph with some gustiness. The race committee had to again reset the course for the fourth race; and due to the great winds, they set good long legs and called a course five ABCABCF. Most skippers and crews double-trapped the fourth race, which was a quick one, leaving plenty of time for a fifth race that day.

After five heavy-air races, lots of tired, hungry and thirsty sailors headed for shore.

Michelob, supplied by Spitzer's Hobie Sailing Center, flowed freely and chicken dinners disappeared in record time.

Sunday arrived with hot, humid, no-wind conditions. After a couple of volleyball games and some beer to lessen the effects of the heat, 11:30 came and went with still no wind. The race committee decided to use Saturday's five races to score the regatta. The winners received some of the finest trophies the sailors had ever seen, thanks to Beefeater Gin; the sponsor received a well-deserved round of applause in appreciation. Beefeater also supplied Fleet 472 with large, highly visible competition racing marks. Other give-aways were supplied by: Coca Cola, Trentec, Florida Sailcraft, Hobie World Class Association, Kisme, Agri-Glass, and Murray's Marine. Thanks to all!!! Hope to see everyone again next year!

## DIVISION 8

### Division 8 Championships

Fleet 80, Division 8

Daytona Beach, Florida

August 10-11, 1985

by Simon Fuger

Larry Shu, race chairman on "B" course, peered into the radar screen and got a sense of Deja Vu. What had been isolated blimps were rapidly forming into yet another massive thunderstorm. Walking up the companionway of Steve Eastman's 80 foot sloop "Ragusa", that had been his home for the last two days, he wondered how much abuse would be hurled his way as he hoisted the abandon race flag yet again. No time to lose, the 18 Magnums were already jostling furiously for the favored position on the line with 15 seconds remaining before their start.



Meanwhile, four miles away on "A" course things weren't going much better for Judd Dando, race chairman on board William Buckley's old 75 foot boat "Cyrano". Here the need to get in the races before the thunderstorms hit was crucial as determined sailors tried to pry their way into the few remaining national slots that hadn't already been filled.

So it seemed it had gone all weekend, this cat and mouse game between 163 boats, their sailors, the race committees and the forces of nature, particularly untrammelled on these hot August afternoons. Yet despite the inclement weather, a total of four races were sailed by nearly everybody. It always started deceptively clear and deteriorated as the day progressed, typical of Florida summer days except that the thunderstorms donned their ominous mantles much earlier than is customary. Fortunately, since both "A" and "B" course had access to radar, they were able to reasonably determine the severity of the oncoming storms. This led to one race on "B" course being run in conditions where visibility was reduced to fifty feet by driving rain and finding the marks became a matter of memory and guesswork.

For the 163 boats registered, it was a weekend of mixed sailing conditions, bouts of double trapping were followed by tedious drifting, sometimes in the same race. Nonetheless, as is their wont, the "good guys" seemed to be able to make their boats go no matter how much the conditions changed. In the end, everybody got enough sailing in to challenge even the hardest of old salts.

If the weather gods saw fit to toy with the assembled hobiophiles, there was no way of dampening the vigor with which the on-shore activities were tackled. The hotdogs (both Saturday and Sunday) were devoured with relish, the music, both live and D.J.'d, belted out the tunes of the islands and amidst the soft drinks and juice stood the might 32 oz. Miller King Kan whose sheer girth was the measure of many a sheet tendering Argonaut. Before the weekend was over this Scylla and Charybdis of the

brewing industry had claimed many an unsuspecting sailor.

So with sailing having been completed and the four races being digested by a tandem of computers, what to do but extoll the virtues of the aforementioned King Kan, lament the weather, present a series of what ifs to marine types who had heard it all before, throw in a few colorful things about the race committees and once again reaffirm that finite commitment to the Hobie spirit. A spirit wrought from the joy that sailing and competing brings to this diverse, emotionally and geographically, group of people.

It was on to the door prizes, over 100 of them in all, which meant that nearly everybody walked away with something other than just memories. To those, by virtue of skill or luck, who were in trophy contention, their moment was close at hand. In the 14 Turbo, Write Gres used his only second place finish as a throwout leaving a perfect score for first place. Dick Shulman, the 14Bs also sailed a perfect series to win his fleet. In abbreviated racing, Fred McIntosh managed to ease out Dick Moldt for the 14A title. Racing for the 16C was considerably tighter with Scott Huber taking the honors from Craig Broomberg as a result of his first place finish in the last race of the series. Dennis Jones let the rest of the fleet fight it out for second place as he coasted to an impressive win in the 16Bs with Richard Massfeller ultimately in second place. In a gargantuan struggle that belied their statures, Dave Sloan took the glory from Miles Wood to capture the 16A title. The battle of the wings was headed for a fifth race showdown between Bill Watters and the ever ebullient Michail Wiley when nature interfered and gave the victory to Bill Waters on the tie breaker in the 18 Magnums. With four first place finishes, Hollie Caffee took the 18Bs in his stride. Having been away from racing most of the season didn't slow Jim McCann down as the master got the measure of current 14 World Champion Bob Curry and his crew Julie Renfro (fourth in the Women's 16 Nationals).

Speaking of masters, trophies were awarded to the

more seasoned sailors in order of their finishes. Third place went to Gauden Reed, second to Jim McCann and first place to Hollis and Nancy Caffee. Despite a large turnout by Fleet 80, the "Go Fast" trophy nearly eluded the local folks as Fleets 5 and 45 put on a strong showing. Ultimately, however, Fleet 80 prevailed and took home its fifth "go fast" award for the year.

Certainly, the weather could have been more cooperative at the Division 8 Championship though the camaraderie couldn't have been better. As anybody who has ever put together a regatta can attest an awful lot of effort goes into making an event a success. Fleet members and strangers came out of the woodwork to help and the contribution by the sponsors is critical. We would like to thank our major backers, Hawaiian Tropic, S.R. Perrot the local Miller distributor, D'Lite's of America, Holiday Inn, Ardmore Farms and Beach Photo as well as Waite n Sea Marine for the Hobie skiffs and Aloha Marine the local Hobie dealer. Most importantly, we would like to thank all the participants who came to Daytona to share the weekend with us. We sincerely appreciate your support and hope your stay was an enjoyable one.

## DIVISION 11

### 2nd Annual Hobie 16 Women's Championship

Fleets 24 and 443, Division 11  
Town Bank, New Jersey  
August 17, 1985  
by Wally Myers

A women's Division Championship is an event each division should host. Not only does it give the often time crews their well deserved day of glory, but it also shows the usual male skipper that their women do know how to race and quite well at that! This year's event was held at Town Bank, N.J. at the southernmost tip along the Delaware Bay. Eight to fifteen knot breezes, fair skies and many willing hands made for a fantastic day of sailing.

The first race got going at 11:00 sharp. Give them a course four. Okay! Ten minutes later the start for five of the six

entries. Off on starboard and real close together, but where's Adrienne? Oops! Still checking the course out upwind. No problem, three minutes later, starting in "clear air" is a little risky, but good for a first at A mark. Close behind was Lynn Pearson with crew Chris Carroll and a duel on the next two legs develops with the lead changing at each mark.

Back in the pack, the current is causing some problems upwind and it's getting stronger (there's a wake coming off the stern of our committee boat at anchor). Third, fourth and fifth round A mark. Now where is Hutchie Cummings and crew Betsy Meredith? Over? Oh, no! Adrienne DeFuria and crew Cathy Ackroyd regain the lead from Lynn and pull away upwind, up current and hold on for a big win. The race for fourth and fifth proved tight on the second lap with Robin Altofer and crew Gaile Rockey pulling away from Barbara Aston and crew at the end, flying a hull across the finish line. Hutchie crosses shortly behind and we all break for lunch.

On the beach there was a break in the racing action while the event's sponsor, Bayview Sailboats of Ocean City, N.J. provided an entertaining display of Alpha sailboarding. Tevis Wernicoff passed out goodies to all the contestants and there were many poses for photos. The wind picking up, race Chairman Wally Myers announced "white flag in fifteen minutes". It was time to get serious again-Off the Beach!

In the afternoon we shorten the course because the current is running over two knots. Give them a course one. This proves to keep the fleet together. A starting pattern develops with Lynn taking the line first and running it and Adrienne late again. Everyone else is starting pretty close. The current juggles the fleet upwind and oscillating winds make it very interesting. Adrienne takes the lead at A mark with defending champ, Barbara Bullock and crew Marty Schmidbauer second. Lynn goes out further into the bay and uses the current to be first at C mark. Adrienne passes Barbara B. Close cover on the final beat and the



# FLEET NEWS

positions stay the same. Everyone is close and double trapping at times. What a sight!

Race three and four saw more wind so the girls were given course three for both. After four races, the girls looked tired, but everyone was so close, we had to go for number five, another course one. The current has finally dropped and the wind is 10-15. Lynn starts down the line again and pulls away for first at A mark followed closely by Barbara B., and Wow, Hutchie. Adrienne is back in fourth battling with Barbara A. and Robin. C mark roundings are unchanged and the final leg begins. The leaders tack onto starboard almost all at once, that is except for Hutchie in third. She hold on port an extra 60 seconds. The wind backs and the covering is heavy. No one can lay the finish. As the boats are headed, Hutchie pulls up and crosses the leaders, tacks at the pin onto port to take her first bullet. To the beach for awards and refreshments.

Boats apart and the final positions tallied found Robin Altofer in sixth, Barbara Aston in fifth, Hutchie Cummings fourth and Barbara Bullock in third. Close racing found Lynn Pearson and Adrienne DeFuria tied for first but using the tie breaking system, Adrienne took second and Lynn first. Five races in a normal weekend and these girls did it all in one day. They are to be commended for their energy and enthusiasm.

Plans for next year are already in swing and hopefully next year will see a few more boats added to the all girl fleet. It's time to promote these women racers. The women have a blast finding out what they really can do on the race course. The men have as much fun running the event as they do cheering them on.

## Division Eleven Championship

Mid-Summer Sizzler II  
Fleet 452, Division 11  
Waretown, New Jersey  
by Art Ciociola

The Division 11 championship was held on June 29 and 30 at Beach Marina located on beautiful Barnegat Bay. The weather for the preceding

week had been absolutely beautiful with sunny skies, moderate winds and a flat bay. Needless to say, race day dawned cloudy, cool with a threat of showers and light air. The race committee knowledgeable of the prevailing southerly winds which always pick up in the early afternoon sent the first racers off on a long course. Mother Nature decided today was different and after an excruciatingly long first race a major wind shift to the west allowed racers to finish three additional races with 10-15 knot winds. A very late lunch and the Michelob beer truck awaited the tired sailors.

Sunday brought sunny skies and 15 knot winds which allowed the race committee to again send the racers off on long courses for the remaining two races. This time everyone enjoyed the extra distance with the excellent conditions. Higher wind gusts kept sailors attentive as two demastings resulted. Back on the beach lunch which was provided by Beach Marina and was enjoyed by everyone along with the ever present Michelob beer truck and Pepsi.

The awards presentation was preceded by several raf-fles of various Hobie parts graciously donated by our local dealer, Sailboat Headquarters. The awards themselves, consisted of silver bowls to the winners of the 18A and 16A fleets and to the remaining winners, exquisitely handcrafted silk screens by Donna Brearley were presented.

The winner of the 18A fleet was Read Hayward with five bullets but his victory was anything but assured as Mark Schleckser dogged him during the entire regatta which allowed spectators to view some excellent race strategies. Some very consistent sailing allowed Wolf Kornwebel to win the 16As and to be Division 11's representative to the National's. The 16Bs winner was John Yates as a tie breaker gave him the victory over Alden Huff in a very close match. The 16C class was won by Tom Hippensteel with bullets also earned by Andrews and Ruth. The 14 Turbo class was won by Doug Ball with four firsts.

Of course no race can be

successful without the support of its sponsors. Therefore, Fleet 452 would like to thank all of the sponsors of this event including "Bain de Soleil" who very nicely donated suntan lotion. In addition, many thanks to the chase boats, Quacker and Lucky Lady who graciously donated their time and Tonge & Brearly architects who donated the regatta T-shirts and the use of the committee boat. In conclusion, Fleet 452 would like to thank all the participants and hope we will see all of you again next year!

## Hobie Racing In Arabian Gulf Has Its Ups and Dnows

by Don Jeka

Hobie sailing is a major pastime for members of the Bahrain Yacht Club, an enclave of devotees who find the Arabian Gulf ideal for hull flying.

Bahrain is an island country, famous in the past for its pearling industry and now part of the prosperous Middle East oil industry. The small island sits like an expensive pearl itself between Saudi Arabia and Qatar, offering shallow draft sailing craft an ideal racing venue.

And race they do, with an ambitious weekend program of at least three races per Friday (our Sunday) throughout the year. Weather here is idyllic most months with temperatures in the 80s and 90s and winds between five and 25kt, except for the "harsh" winter months. Then, the temperature dips into the 50s and the "shamals" sweep out from the deserts of Saudi Arabia and blow with a fury, sometimes for days at a time.

Most times though sailors only worry about sticking the top of a Hobie mast into the coral reefs that lie off the sailing club. A rescue boat accompanies the fleet on every race where there's a threat of trouble, but capsizing is never much more than a time consuming bore.

Bahrain Fleet 438 is one of the largest in the Gulf region with over 40 active racing Hobie 16s. Add the crews, wives, girlfriends, boyfriends and itinerants and you mingle with over a hundred kindred spirits on any given weekend.

Racing tactics include flying through the fishing fleet of

dnows which leaves port and steams through a well marked channel late in the afternoon, two dozen or so in tight formation. Sometimes wind building from the west will weave fine particles of sand into a veil as dense as a New England fog bank.

Race days produce an exotic mix of French, Dutch, Australian, British, New Zealander, Bahrainis and a few Americans all dicing for a good start. Skippers and crews shouting instructions reminds one of the chatter in the United Nations cafeteria. All of this observed from a smart new tower on a spit of coral captured from the sea, and serving as the "committee boat." From that vantage, one usually sees a dominant white sail in front of the fleet. It is the boat of Age (Ah-gah) de Vries with wife Elfride usually as crew. Age is Fleet Captain for BYC and while you see him out front many times his handicap often puts him back in the pack. This club rates personal handicap points. The formula, subject to adjustment, is elapsed time X 100, divided by 85 plus personal handicap which can range from 12 points to minus two points. Obviously, it is to encourage participation among sailors of all abilities.

Depending on the vagaries of Arabian Gulf winds, courses are either triangles, sausages or fixed, with three races per Friday. Pre and post race ambiance is well covered with a full kitchen, bar and barbecue. The club is exceptionally well staffed.

This is a family affair. Many young families are here in Bahrain on temporary duty from other parts of the world. At BYC, a youngster's sailing program is dedicated to keeping interest high and developing sailing and racing skills.

In addition to Fleet 438 in Bahrain there are several other Hobie Fleets in the Gulf region. In Saudi Arabia, Fleet 412 in Jeddah and 253 in Dahram, Fleet 411 in Dubai, UAE, Fleet 493 in Muscat and a fleet in Sharjah.

## Crew Cooperation

by Lori Lowe

You've all been there—at the lake, ready to start the first race of the day. Of course



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you've got mild to no wind AND an uptight skipper. You think "O.K.," I'll just let him blow some steam and get rid of his pre-race jitters. This could be the start of a great weekend of sailing OR a miserably abusive two days. This is when the job as "crew" really begins.

So, what do you do? First of all, listen to your skipper but don't be too critical of what he says. Make positive comments about the weather, other boats or the race course—but DON'T mention the lack of wind. Start checking out the

race course. Let him know when and where you see the marks and committee boat. Then keep your eye on the committee boat for the "white flag." When you hear the warning horn, get ready to set your watches with the "white flag." As you wait for your race to begin you'll give your skipper input on the starting line, watch your time and flags, keep your eye on the committee boat for any additional flags and watch for your fleet's race course.

O.K., the moment has

arrived, it's time to count down for your race. Whatever you do, count accurately—the start is quite important. If you don't get a good start, it will be your job to keep up the ship's morale. Locate your mark and give your skipper some encouragement. Once again, listen to your skippers instructions. At this point, effective communication is of utmost importance. If you disagree with an instruction or have another idea, let your skipper know. Don't argue, just give him your input. In the end, it is

still his decision, but let him know your ideas also. The time to have major disagreements is between races. This is also the time to get them worked out. It's not a good idea to start a race mad at each other.

Last but not least, keep your sense of humor. Hobie racing is meant to be fun as well as challenging. It has really added an exciting dimension to my relationship with my skipper, even though there are many times I have to just grin and bare it!

## REGATTA RESULTS

### DIVISION 1

BELLWIND BLOWOUT  
FLEET # DIVISION 1  
HAWAII  
JULY 13, 1985

HOBIE 18A	POINTS
1. Froome/McPaul 2.3	
2. McPaul/Kaan 6	

HOBIE 16A	POINTS
1. Myhre/Paul 2.3	
2. Woehl/Francis 9	
3. Irvine/Irvine 11	
4. Myrter/Woehl 11	
5. Fields/ 13	
6. Valentine 16	

HOBIE 16B	POINTS
1. Dyke/Greg 2.3	

HOBIE 16C	POINTS
1. Metzger/Trinies 2 1/2	

HOBIE 14	POINTS
1. Lung, D. 3 1/2	
2. VanDeVerg 4.8	

COCA-COLA 16 STATE CHAMPIONSHIPS  
FLEET # DIVISION 1  
HAWAII  
AUGUST 24-25, 1985

HOBIE 18A	POINTS
1. Froome/McPaul 12 1/2	
2. Driscoll/Vierra 13 1/2	
3. Rothwell/ 14	
4. Rothwell/ 14	

HOBIE 16A	POINTS
1. Myhre/Pate 17	
2. McPaul/Kaan 17	
3. Jacobs/Boonla 17	
4. Ching/Fung 31	
5. Goodman/Goodman 38	

HOBIE 18B	POINTS
1. Irvine/Orrick 8.3	
2. Gilbert/Seidel 8 1/2	
3. De Rego/Mitler 13	
4. Reilly/Bell 16	
5. Dyke/ 22	

HOBIE 16A	POINTS
1. Froome/McPaul 11 1/2	
2. Myhre/Paul 12	
3. Waterhouse/ 17	

HOBIE 16B	POINTS
1. Myrter/Woehl 20	
2. Furuoka/ 22	
3. VanDeVerg 24	
4. Jacobs/Boonla 24	
5. Irvine/Orrick 31	
6. Wythes/Luebbe 35	
7. Rothwell/ 44	
8. McCarthy/ 45	
9. Wetherwax 51	
10. Driscoll/Fung 51	
11. Everest/Blang 59	

HOBIE 16B	POINTS
1. Rodrigues/ 9 1/2	
2. Peyerisen 9.8	
3. Lung/Fulk 11	
4. Tanner/Felly 18	
5. Leauquet/ 18	

HOBIE 16C	POINTS
1. Taylor/Quigley 7 1/2	
2. Metzger/Trinies 8 1/2	
3. Taylor/Taylor 9 1/2	
4. Fullard/Lange 20	

PROOPE'S CAMPOUT  
FLEET # DIVISION 1  
HAWAII  
JULY 27-28, 1985

HOBIE 18A	POINTS
1. Froome/McPaul 3.8	
2. Goodman/Goodman 11	
3. Rothwell/ 14	

HOBIE 18B	POINTS
1. DeRego/Mitler 4	
2. Childers/ 10	

HOBIE 16A	POINTS
1. Dryland/Cambre 3.8	
2. Schatz/Tanner 14	
3. Driscoll/ 17	

HOBIE 16B	POINTS
1. Myrter/Woehl 36	
2. Furuoka/T.L. 10	

HOBIE 16C	POINTS
1. Dyke/McPaul 6.3	
2. Rodrigues/ 9 1/2	
3. Lemquist/Burns 12	
4. Schanz/Schranz 18	
5. Blang/Everest 20	

HOBIE 16C	POINTS
1. Metzger/Trinies 3.8	
2. Myrter/Penn 12	
3. Taylor/Taylor 13	

HOBIE 14	POINTS
1. VanDeVerg 5	

### DIVISION 2

1985 Todos Santos  
Fleet #4 Division 2  
Ensenada, Baja California  
August 4-5, 1985

HOBIE 18A	POINTS
1. Timm, Steve 3 1/2	
2. Kimball, Jim 14	
3. McGraw, Jock 16	

HOBIE 16A	POINTS
1. Froome/McPaul 11 1/2	
2. Myrter/Paul 12	
3. Waterhouse/ 17	
4. Myrter/Woehl 20	
5. Furuoka/ 22	
6. Jacobs/Boonla 24	
7. Irvine/Orrick 31	
8. Wythes/Luebbe 35	
9. Rothwell/ 44	
10. McCarthy/ 45	
11. Wetherwax 51	
12. Driscoll/Fung 51	
13. Everest/Blang 59	

HOBIE 16B	POINTS
1. Rodrigues/ 9 1/2	
2. Peyerisen 9.8	
3. Lung/Fulk 11	
4. Tanner/Felly 18	
5. Leauquet/ 18	

HOBIE 16C	POINTS
1. Taylor/Quigley 7 1/2	
2. Metzger/Trinies 8 1/2	
3. Taylor/Taylor 9 1/2	
4. Fullard/Lange 20	

HOBIE 18C  
POINTS

1. Mardell, Frank 5 1/2	
2. Blason, Phil 6	
3. Schmitzer, M. 6 3/4	
4. Anthony, Steve 8 3/4	
5. Thomas, Keith 18	
6. Zimmerman, G. 18	
7. MacArthur, R. 18	
8. Johnson, W. 22	
9. Hartsell, John 23	
10. Schulten, Al 25	
11. Brown, Bob 25	
12. Swenson, Ted 28	
13. Wells, Kirk 38	
14. Wintheiser, M. 41	
15. Bonaker, David 48	
16. Smith, Don 48	

HOBIE 16A  
POINTS

1. Tucker, Carlton 5 1/2	
2. Equis, Alan 7 3/4	
3. Krut, David 10	
4. Christensen, K. 13 3/4	
5. Hauser, Roger 15	
6. Myrter, Steve 15	
7. Newsome, J. 16	
8. Alter, Jeff 16	
9. Kurt, Brian 20	
10. Oltmans, Don 27	
11. Materna, Tom 28	
12. Fogarty, Fred 36	
13. Tyler, Ross 36	
14. Chee, Mike 40	
15. Casher, Jeff 40	
16. Ploas, Dexter 40	
17. Wagniere, Ron 43	
18. Ke-terman, Dan 45	
19. Martin, Gary 46	
20. Veneman, Chris 46	
21. Nash, Wayne 56	
22. Smith, Brian 57	
23. Parseshian Van 58	
24. Sanders, Bill 59	
25. Delave, Dan 68	
26. Gibb, Steve 69	
27. Dixon, Scott 71	
28. Myrter, Bill 76	
29. Jansky, Gil 84	
30. Hansell, G. 84	
31. Greer, Bill 84	
32. Seaman, Bob 84	
33. Miller, Rex 84	

HOBIE 16B  
POINTS

1. Hammond, Mike 4 3/4	
2. Petron, Jeff 5 3/4	
3. Billings, John 10 3/4	
4. Nunes, Carl 12	
5. Corelli, D. 16	
6. Howard, Jim 18 3/4	
7. Roberson, J. 19	
8. Dubois, Tim 23	
9. Hoffman, Ruth 25	
10. McCall, Ken 27	
11. Muto, Kurt 28	
12. Pettit, Paul 32	
13. Nichols, Scott 33	
14. Froeb, Charles 36	
15. Grimes, Jim 39	
16. Mares, Larry 53	
17. Bloomer, Tom 54	
18. Williams, Jim 55	
19. Willinski, Scott 56	
20. Halberstadt, M. 58	
21. Lockhart, Roger 60	
22. Jackson, Alan 62	
23. Harscheid, D. 62	
24. Vandervort, F. 63	
25. Hurley, M. 63	
26. Scholte, Paul 65	
27. Olson, Tim 67	
28. Saupstad, Chris 68	
29. Nichols, Jan 69	
30. Munsey, Marty 74	
31. Braught, Don 76	
32. Piper, David 78	
33. Pinner, Trey 85	
34. Hansen, Eric 88	
35. Ziolkowski, J. 94	
36. Permutter, J. 94	
37. Leonard, Al 106	
38. Rounds, Tom 108	

HOBIE 16C  
POINTS

1. McFadden, Tim 4 3/4	
2. Adam, Greg 5 3/4	
3. Jonesley, Grant 5 3/4	
4. Addison, Paul 13 3/4	
5. Benson, Bill 18	
6. Dorniny, Jim 18	
7. Chalk, Marcia 21	
8. Goeltz, Harry 27	

9. Preston, Jim 27	
10. Griswold, J. Rich 28	
11. Norton, Jim 28 3/4	
12. Mensing, David 29	
13. Morris, John 30	
14. Hillmann, Scott 35	
15. Deifino, Carl 42	
16. Miller, Shannon 42	
17. Greenhalgh, D. 45	
18. Twomey, Tim 47	
19. Foster, R. 49	
20. Soto, Richard 52	
21. Dashner, Mark 63	
22. Pain, Randy 63	
23. Lindley, Tom 63	
24. Harmon, Phil 63	

HOBIE 16 NOVICE  
POINTS

1. Porter, Ed 2 1/2	
2. Williams, Rick 6	
3. Guenther, Maria 6 3/4	
4. Gaber, Michael 15	
5. Beding, Larry 15	
6. Koneval, Brian 16	
7. Wornby, George 16	
8. Ortega, Bob 28	
9. Willey, Rod 30	
10. Edmondson, Lee 39	
11. Carmichael, K. 40	
12. Murray, Roger 41	
13. Navarette, C. 42	
14. Simmons, Van 48	
15. Carr, Steven 48	
16. Yates, Stephen 48	
17. Thornburn, B. 48	
18. Delatorre, M. 48	

HOBIE 14A  
POINTS

1. Fields, Bruce 3 1/2	
2. Blount, Dick 5 1/2	
3. Walsh, Geoffrey 8	
4. Rocket 8	
5. Christensen, T. 10	
6. Bierring, Erik 16	

HOBIE 14 TURBO  
POINTS

1. Brooks, Henry 2 1/2	
2. Livingston, Mark 4 3/4	
3. Heyer, Bob 11	
4. Brooks, Sue 11	
5. Kiffmann, H. 15	

1985 CASTAIC REGATTA  
DIVISION 2  
MISSION HILLS, CALIFORNIA  
JUNE 1985

HOBIE 18A	POINTS
1. Timm, S. 7 1/2	
2. Wright, C. 11	
3. Woods, W. 14 3/4	

HOBIE 16A	POINTS
1. Brown, Rick 21	
2. McGraw, J. 24	
3. Holloway, H. 26 3/4	
4. Brown, R. 26 3/4	
5. Mark, R. 28	
6. Brown, R. 28 3/4	
7. Brown, R. 28 3/4	
8. Brown, R. 28 3/4	
9. Brown, R. 28 3/4	
10. Kimball, S. 30	
11. Hicks, G. 33	
12. Brown, Chuck 35	
13. Miller, M. 37	
14. Douglas, D. 39	
15. Biakanja, K. 41	
16. Churchill, D. 63	
17. Bernbaum, B. 64	
18. Conner, J. 65	

HOBIE 18B  
POINTS

1. Halter, J. 5 1/4	
2. Murray, D. 8 3/4	
3. Coffey, J. 12	
4. Black, R. 13	
5. Mark, D. 13 3/4	

HOBIE 18C  
POINTS

1. Gina, G. 3	
2. Piliato, F. 9	
3. Rodge, B. 10	

HOBIE 16A  
POINTS

1. Seaman, B. 9 1/2	
2. Christensen, K. 14 3/4	
3. Heath, F. 14 3/4	
4. Hauser, J. 17 3/4	
5. Alter, J. 20	

6. Alter, H. Sr. 24	
7. Materna, T. 25	
8. Dockstader, L. 28	
9. Hansell, G. 29	
10. Veneman, C. 32	
11. Blount, D. 34	
12. Newsome, J. 40	
13. Oltmans, P. 41	
14. Casher, J. 45	
15. Wood, D. 49	
16. Walsh, G. 52	
17. Kurt, B. 56	
18. Wagniere, R. 58	
19. Nash, W. 60	
20. Winkler, U. 63	

HOBIE 16B  
POINTS

1. Wennerstrom, M. 6 1/4	
2. Danbros, J. 7 1/2	
3. Rounds, T. 12	
4. Korkos, J. 16	
5. Corelli, D. 16	
6. Hammond, M. 18	
7. Elder, M. 22	
8. Pinner, T. 24	
9. Braught, D. 30	

HOBIE 16C  
POINTS

1. Crider, M. 5 1/2	
2. Rauch, H. 5 1/2	
3. Chalk, M. 9 3/4	
4. Polanco, R. 15	
5. Andrade, F. 23	
6. Overdvest, T. 25	
7. Wilkes, J. 25	
8. Beck, J. 32	
9. Robinson, D. 32	

HOBIE 14A  
POINTS

1. Bjerring, E. 4 1/4	
2. Goebel, G. 5 1/2	

HOBIE 14T  
POINTS

1. Hilliard, C. 3	
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BIG BEAR HOBIE CUP REGATTA  
FLEET 16 - DIVISION 2  
BIG BEAR LAKE, CALIFORNIA  
JUNE 29-30, 1985

HOBIE 18A	POINTS
1. Parizeau, P. 3	
2. Timm, S. 3 3/4	
3. Wright, G. 16	
4. Lindley, T. 21	
5. Smith, D. 22	

11.	Aucerman, C.	44
12.	Eggen, R.	48
13.	Liberatore, A.	50
14.	Runyon, T.	54
15.	Clair, B.	55
16.	Conner, J.	57
17.	Effinger, D.	59
18.	Brown, R.	61
19.	Burton, J.	69
20.	Ruiz, R.	69
21.	Mark, R.	74
22.	Buchanan, B.	82
23.	Bernbaum, B.A.	95
24.	Wooding, B.	99
25.	Holowach, M.	100
26.	Tschakowsky, S.	104



# REGATTA RESULTS

5. Ruiz, K.	11 3/4
6. Swenson, T.	16
7. Applebaum, G.	22
8. Pilato, F.	24

## HOBBIE 16A POINTS

1. Alter, J.	3
2. Seaman, B.	10
3. Alter, H. Jr.	12 3/4
4. Christensen, K.	14
5. Hauser, John	16
6. Ketterman, D.	25
7. Oltmans, D.	33
8. Sanders, B.	36
9. Newsome, J.	37
10. Schafer, W.	40
11. Martin, G.	42
12. Wagniere, R.	44
13. Eddington, R.	44
14. Casher, J.	45
15. Materna, T.	47
16. Tyler, R.	51
17. Chee, M.	57
18. Winkler, T.U.	64
19. Nash, W.	80
20. De Lave, D.	81
21. Hernandez, P.	84
22. Christensen, T.R.	87
23. Wentworth, S.	92
24. Gibb, S.	94
25. Jorgensen, J.	99
26. Veneman, C.	101
27. Cooke, L.	105
28. Dixon, S.	108
29. Day, R.	120
30. Bose, L.	122
31. Fogarty, P.	130
32. Hall, H.	136
33. Hansell, G.	136
34. Dockstadter, L.	136

## HOBBIE 16B POINTS

1. Kun, R.	4 1/4
2. Payne, S.J.	6 1/2
3. Wennerstrom, M.	15
4. Vandervort, G.	17
5. Roberson, J.	20
6. Mares, L.	29
7. Moe, C.	31
8. Seales, H.	32
9. Scholte, P.	38
10. Pinner, T.	46
11. Elter, R.	46
12. Shibata, D.	50
13. Jernigan, C.	52
14. Dambros, J.	54

## HOBBIE 16 DIVISIONALS DIVISION 2 LONG BEACH, CALIFORNIA AUGUST 17-18, 1985

## HOBBIE 16A POINTS

1. Veneman, C.	10
2. Seaman, B.	19
3. Egusa, A.	19
4. Christensen, K.	28
5. Alter, J.	31 3/4
6. Hauser, J.	31 3/4
7. Christensen, C.	36
8. Newsome, J.	41 3/4
9. Hernandez, P.	41 3/4
10. Parizeau, P.	47
11. Porter, P.	49
12. Materna, T.	49 3/4
13. Shearer, M.	52
14. Leo, S.	53
15. Jorgensen, J.	54
16. MacDonald, S.	54
17. Heath, F.	57
18. Martin, G.	58
19. Miller, M.	59
20. Howard, R.	63
21. Dockstadter, L.	63
22. Fogarty, P.	63
23. Sanders, B.	64
24. Delave, D.	74
25. Schafer, W.	83
26. Ward, D.	90
27. Christensen, T.	90
28. Shay, R.	95
29. Hinch, T.	95
30. Tyler, R.	100
31. Kurt, B.	103
32. Winkler, U.	113
33. Gibb, S.	113
34. Shearer, A.	115
35. Rathbun, P.	115
36. Butcher, R.	117
37. Blount, D.	119
38. Wagniere, R.	120
39. Dixon, S.	121
40. Smith, B.	122
41. Miller, R.	146

## HOBBIE 16B POINTS

1. Nunes, C.	6 1/4
2. Roberson, J.	9 1/4
3. Scholte, P.	13 3/4
4. Vandervort, G.	23
5. Lockwood, P.	23
6. Barabika, H.	25
7. Johnson, J.	27
8. Elter, R.	31
9. Korkosz, J.	36
10. Miebach, B.	37
11. Chee, C.	38
12. Shibata, D.	40
13. Mares, L.	46
14. Bailey, G.	49
15. McFadden, T.	52
16. Piper, D.	56
17. Corelli, D.	58
18. High, B.	59
19. Bond, J.	70
20. Crider, M.	71
21. Thoms, W.	71
22. Perlmutter, J.	72
23. Lehmann, R.	80
24. Pinner, T.	85
25. Nicolle, P.	87
26. Hammond, R.	91
27. Stanislawski, R.	98
28. Dambros, J.	99
29. Halberstadt, M.	102

## HOBBIE 16C POINTS

1. Patton, T.	3
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2. Hopkins, M.	9 3/4
3. Bowles, D.	17
4. Campbell, B.	18
5. Harmon, P.	20
6. Tamalunas, P.	20
7. Heron, C.	22
8. Alkema, D.	27
9. Hardisty, B.	30
10. Chalk, M.	37
11. Polanco, R.	45
12. Carr, S.	47
13. Van Houten, G.	47
14. Greenhalgh, D.	54
15. Grimaud, A.	58
16. Navlicek, J.	65
17. Mark, D.	68

## HOBBIE 16N POINTS

1. Domokos, M.	4 1/4
2. Hoffman, L.	5 1/4
3. Modesti, T.	12

## DIV. 2 14 CHAMPIONSHIPS FLEET #2 DIVISION 2 LONG BEACH, CALIFORNIA AUGUST 10, 1985

## HOBBIE 14A POINTS

1. Materna, T.	2 1/4
2. Egusa, A.	7
3. Blount, D.	10
4. Schafer, W.	11
5. Fields, B.	13
6. Christensen, C.	15
7. Wagniere, R.	18
8. Walsh, G.	20
9. Glover, R.	22
10. Seaman, B.	26
11. Sherriff, B.	33
12. Jenkins, R.	34
13. Bjerring, E.	36
14. Patterson, M.	37
15. Froeb, C.	41

## HOBBIE 14T POINTS

1. Livingwood, M.	3 1/2
2. Brooks, H.	3 1/2
3. Brooks, S.	10

## HOBBIE 14B POINTS

1. Darnell, L.	
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## 1985 HOBBIE 18 SOUTHERN CALIFORNIA CHAMPIONSHIPS FLEET #166 DIVISION 2 OCEANSIDE, CALIFORNIA

## HOBBIE 18A POINTS

1. Miller, M.	3 1/4
2. Timm, S.	4 3/4
3. Parizeau, P.	9 3/4
4. Wright, C.	12
5. McGraw, J.	15
6. Lindley, T.	17
7. Schaefer, W.	19
8. Aucerman, C.	21
9. Douglas, D.	25
10. Diakanja, K.	29
11. Cary, S.	31
12. Mark, R.	38
13. Alter, J.	41
14. Davis, G.	42
15. Myrter, S.	42
16. Conner, J.	43
17. Black, R.	50
18. Brown, R.	51
19. Hill, J.	52
20. Kimball, J.	54
21. Ruiz, R.	55
22. Lewis, C.	56
23. Brown, C.	60
24. DeLong, T.	63
25. Eppen, B.	64
26. Smith, D.	64
27. Brown, R.	74
28. Kurt, B.	85
29. Effinger, D.	87

## HOBBIE 18B POINTS

1. Yonker, B.	2 1/4
2. Huebner, P.	8
3. Jenkins, R.	8
4. Pettit, J.	9
5. Pecocquin, B.	16
6. Nunes, C.	16 3/4
7. Ritenour, F.	19
8. Grimes, E.	21
9. Ybarrola, T.	23
10. Martin, G.	25
11. Mandel, F.	29

## HOBBIE 18C POINTS

1. Ruiz, K.	2 1/4
2. Margetta, P.	6 3/4
3. Halter, M.	10
4. Moe, C.	10
5. MacArthur, R.	13
6. Anthony, S.	16
7. Power, D.	19
8. Bjerring, J.	21
9. Polson, C.	22
10. Proietto, P.	23
11. Savage, J.	26
12. Broward, B.	31
13. Pilato, F.	31
14. Nartsell, J.	33
15. Chartier, R.	36

## HOBBIE 16C POINTS

1. Lueck, Chip	4 1/4
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2. Ananian, Cliff	7 3/4
3. Neville, Nick	10 3/4
4. Pitts, Don	16
5. Owens, Billy	19
6. O'Brian, Pete	22
7. Siorensky, Don	26
8. Johnson, R.	31
9. Barker, Joe	33

## DIVISION 3

## TOMALES BAY REGATTA FLEET #281 DIVISION 3 SANTA ROSA, CALIFORNIA JUNE 29-30, 1985

## HOBBIE 18A POINTS

1. Timms, A.	3 3/4
2. Stone, G.	15
3. Cary, S.	16
4. Moncibais, G.	17
5. Hill, J.	19
6. Yahlom, R.	24
7. Hauff, B.	32

## HOBBIE 18B POINTS

1. Brown, K.	7 1/4
2. Johnson, J.	9 1/4
3. Reemfer, R.	11 3/4
4. Seversen, R.	24
5. Wagner, L.	27
6. Trevey, B.	28
7. Sharp, S.	30

## HOBBIE 16A POINTS

1. Porter, P.	6 1/4
2. MacDonald, S.	17 3/4
3. Poncin, J.	19 3/4
4. Montague, M.	20
5. Gustin, J.	23
6. Pascoe, P.	27 3/4
7. Parshagian, V.	29
8. Reese, E.	38
9. Katz, R.	38
10. Skvarla, M.	38
11. Johnson, D.	44
12. Stitt, M.	48
13. Holloway, D.	54
14. Sloan, D.	57
15. Heath, R.	71

## HOBBIE 16B POINTS

1. Jonk, B.	5
2. Tiry, D.	9 1/4
3. Leonard, A.	14
4. Hill, A.	16

## HOBBIE 16C POINTS

1. Campbell, J.	3 3/4
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## HOBBIE 16N POINTS

1. Thiry, V.	3 3/4
2. Mettler, T.	8 3/4

## DIVISION 4

## CASCADE LAKE REGATTA FLEET #105 DIVISION 4 CASCADE, IDAHO JULY 13-14, 1985

## HOBBIE 18 POINTS

1. Sander, P.	4 1/4
2. Insinger, J.	5 1/4

## HOBBIE 16A POINTS

1. Stanczak, S.	6 3/4
2. Elliott, J.	8 1/4
3. Holford, M.	9 1/4
4. Trask, J.	15
5. Wagner, J.	17
6. Polhemus, S.	19
7. Kircher, M.	21

## 1985 ALBERTA PROVINCIAL HOBBIE CAT CHAMPIONSHIP POINTS REGATTA FLEET #446 DIVISION 4 BUFFALO LAKE, ALBERTA CANADA

## HOBBIE 18 POINTS

1. Golonowski, R.	2 3/4
2. Tymkov, B.	5
3. Gottenberg, D.	7
4. Bevan, A.	7

## HOBBIE 16A POINTS

1. Kelly, P.	3 1/4
2. Liddell, G.	7 3/4
3. McInnis, B.	8
4. Morrison, K.	13
5. Serr, L.	15
6. Basford, P.	17
7. Thomson, D.	19

## HOBBIE 16B POINTS

1. Smith, D.	2 1/4
2. Hill, M.	12
3. Blackburn, R.	13
4. George, D.	14
5. McMaster, P.	17
6. Jones, M.	21
7. Sloan, T.	24
8. Stollbert, F.	24
9. Nishiyama, R.	25
10. Sanson, M.	29
11. Doutré, K.	35
12. Olson, J.	36

## HOBBIE 16C POINTS

1. Herr, K.	2 1/4
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2. Ruck, C.	6
3. Moore, J.	13
4. Chisholm, D.	14
5. Shaw, D.	16
6. Spalding, G.	21
7. McGregor, J.	23
8. Hughes, T.	25
9. Sobey, N.	25

## HOBBIE 14 POINTS

1. Wetter, R.	1 3/4
2. Malouin, W.	5
3. Bock, R.	7

## DIVISION 4 CHAMPIONSHIPS FLEET 72 DIVISION 4 VALE LAKE, COUGAR, WA AUGUST 10-11, 1985

## HOBBIE 18A POINTS

1. Severs, J.	4 1/4
2. Marshack, K.	4 3/4
3. Skidmore, D.	8 3/4
4. Horswill, J.	17
5. Gorman, B.	20
6. Toews, J.	20

## HOBBIE 18B POINTS

1. Whalen, L.	4 1/4
2. Cravens, D.	4 1/2

## HOBBIE 16A POINTS

1. Corrie, J.	6 3/4
2. Ruggles, S.	7 1/2
3. Noyd, E.	8 3/4
4. Williams, B.	11 3/4
5. Marshall, L.	19
6. Zopolas, A.	25
7. Hoag, J.	28
8. Fuller, K.	31
9. Nichols, G.	32
10. Smith, J.	35
11. Davis, S.	37

## HOBBIE 16B POINTS

1. Carter, B.	8 1/2
2. Byers, L.	8 3/4
3. Lowell, J.	8 3/4
4. Ramseyer, J.	12 3/4
5. Enos, B.	16
6. Reinheimer, E.	21
7. Haller, D.	25
8. Diehl, M.	28
9. Babcock, D.	34
10. Lee, J.	36

## HOBBIE 16C POINTS

1. Skene, M.	8 1/2
2. Tyler, R.	11 3/4
3. Arneson, R.	12
4. Machuca, L.	15
5. Ernesti, E.	15 3/4
6. Wilcox, K.	17 3/4
7. Naffin, G.	25
8. Schenk, D.	27
9. Symington, J.	27
10. Owen, B.	37

## PAYETTE LAKE REGATTA FLEET #105 DIVISION 4 MCALL, IDAHO JUNE 22-23, 1985

## HOBBIE 18 POINTS

1. Sander, P.	4 1/4
2. Insinger, J.	6
3. Quirk, K.	11
4. Rasmussen, D.	14
5. Micrales, D.	18

## HOBBIE 16A POINTS

2.	Hostetter, C.	10 3/4
3.	Elliott, J.	10 3/4
4.	Hanson, B.	18
5.	Holford, M.	26
6.	Wagner, J.	27
7.	Krumm, B.	29
8.	Kircher, M.	29
9.	Itami, J.	30
10.	Polhemus, S.	33
11.	Olson, C.	33
12.	Schinnerer	42



# REGATTA RESULTS

18. Taylor, S.	68
19. Sharp, K.	72
20. Balsey, R.	80

## HOBIE 14A POINTS

1. Simpson, C.	5 1/2
2. Fite, W.	7 1/2
3. Cox, J.	7 3/4
4. Fite, S.	13

## HOBIE 14B POINTS

1. Culhane, T.	3
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## DIVISION 6

WINDJAMMER/DIVISIONALS  
DIVISION 6  
TEXAS  
JUNE 29 - 30, 1985

## HOBIE 18A POINTS

1. Bradley, J.	2
2. Pellone, K.	3
3. Richnow, B.	3

## HOBIE 18B POINTS

1. Wright, K.	4 1/2
2. Oyer, J.	9
3. Richard, P.	10 3/4
4. Begley, J.	11 3/4
5. Taylor, K.	15

## HOBIE 16A POINTS

1. Millen, C.	9 3/4
2. Seta, R.	14
3. Wilson, B.	14 1/2
4. Goodman, R.	17
5. Kuc, J.	21
6. Hightower, L.	22
7. Terheggen, J.	27 3/4
8. Shaw, R.	28
9. Back, S.	31
10. Rolnick, R.	38 3/4
11. Cummings, M.	40
12. Hamilton, C.	42
13. Hardy, M.	43
14. Litch, J.	44
15. McNally, D.	46
16. Popejoy, J.	47
17. Whittington, R.	48
18. Dunn, B.	58
19. Roland, L.	58

## HOBIE 16B POINTS

1. Drum, G.	6 1/2
2. Lord, R.	8 3/4
3. McFarland, J.	13 3/4
4. Rice, S.	17
5. Snider, T.	22 3/4
6. Schiller, M.	24
7. Valenta, M.	25
8. Endres, A.	27
9. Frye, B.	28
10. Beran, J.	32
11. Urbard, B.	33
12. Sweetman, C.	38

## HOBIE 16C POINTS

1. Marbow, G.	7 3/4
2. Harris, R.	9 3/4
3. Valenta, D.	14
4. Cox, R.	20
5. Large, K.	20 3/4
6. Volt, S.	22 3/4
7. Wyatt, C.	24
8. Foster, B.	24
9. McBride, D.	25
10. Volker, T.	25 3/4
11. Brown, J.	38

## HOBIE 14AT POINTS

1. Acquart, S.	3
2. Domy, B.	10
3. Williamson, W.	11 3/4
4. Baker, J.	15
5. Deyo, D.	16
6. Colby, P.	21
7. Woods, R.	23
8. King, J.	23
9. Hawkins, G.	35

## HOBIE 16A POINTS

1. Richnow/Granger	4 1/2
2. Smith/Smith	6 3/4
3. Yurinak/Krotzek	8 3/4
4. Pellone/Pellone	15

## HOBIE 18B POINTS

<u>HOBIE 16B</u>	<u>POINTS</u>
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## HOBIE 18M POINTS

1. McClain/Brown	4 1/2
2. Domy/Rector	5 1/2
3. Smith/Smith	11

## HOBIE 16A POINTS

8.	Endres, A.	27
9.	Frye, B.	28
10.	...	28

## HOBIE 16B POINTS

HOBBIE 16C	POINTS
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## HOBIE 16C POINTS

2. Harris, R.	9 3/4
3. Valenta, D.	14
4. Cox, R.	20

## HOBIE 16C POINTS

1. Schiller, M.	6 1/2
2. Ihle, C.	8 3/4
3. Willis, B.	12 3/4
4. Scine, D.	14
5. Cox, R.	19
6. Trent, V.	19
7. Fillmore, J.	23
8. Weissinger, W.	24
9. Laine, P.	34
10. Davidson, T.	37
11. Vera, P.	41

## HOBIE 16C POINTS

1. Geerlugs, J.	4 1/2
2. Palazzo, J.	9 3/4
3. Barrett, G.	13 3/4
4. Withers, N.	15
5. Hutchins, R.	16 3/4
6. Carlson, D.	17
7. Ploussard, S.	17
8. Morgan, D.	26
9. Scott, C.	44
10. Olson, G.	48

## HOBIE 16B POINTS

1. Kantz, J.	38
12. Gagnon, M.	43
13. Threlgill, M.	46
14. Dumont, J.	47
15. Kalinowski, J.	47
16. Ormsby, R.	57

## HOBIE 14 POINTS

1. Baker, D.	3 1/4
2. Smith, S.	5 3/4
3. Nelson, G.	10
4. Flora, N.V.	12
5. Lariviere, R.	20

## HOBIE 18A POINTS

1. Richnow/Granger	4 1/2
2. Smith/Smith	6 3/4
3. Yurinak/Krotzek	8 3/4
4. Pellone/Pellone	15

## HOBIE 18B POINTS

HOBIE 18A	POINTS
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## HOBIE 18M POINTS

1. McClain/Brown	4 1/2
2. Domy/Rector	5 1/2
3. Smith/Smith	11

## HOBIE 16A POINTS

1. Richard, P.	4 1/2
2. Wright, K.	5 1/2

## HOBIE 16B POINTS

9. Parish, B.	17
HOBIE 16A	POINTS

## HOBIE 16C POINTS

2. Whittington, R.	8
3. Hightower, L.	13
4. Sosa, R.	15 3/4

## HOBIE 16C POINTS

1. Carlsson, L.	6 1/2
2. Kelllogg, S.	6 3/4
3. Carr, S.	7 3/4
4. Orvedevest, T.	9
5. Van Leivens, G.	16
6. Newhaus, H.	19
7. Bowen, J.	22
8. Griswald, R.	24

## HOBIE 16A POINTS

1. Blount, D.	4 1/4
2. Fields, B.	6 3/4
3. Bjerring, E.	12
4. Goebel, G.	13

## HOBIE 16A POINTS

1. Rickbush, C.	12 1/2
2. Rodewald, M.	14
3. Healy, R.	18
4. Arbiue, B.	20
5. Runyan, D.	23 3/4
6. Winberg, E.	27
7. Wolff, B.	30
8. Hinds, L.	31
9. Beek, E.	32 3/4
10. Cochran, D.	36
11. Mientus, L.	50
12. Hartman, G.	57
13. Rapp, D.	57
14. Young, G.	59
15. Martens, W.	67
16. Forley, J.	70
17. Davis, B.	82

## HOBIE 16A POINTS

1. Gies	2 1/2
2. Joslin	5 3/4
3. Dekreek	8
4. Donovan	10
5. Coss	13
6. Keyser	14

## HOBIE 16A POINTS

1. Watson, C.	6 1/2
2. Tyler, S.	7 3/4
3. Phillips, C.	14 3/4
4. Hamilton, G.	15
5. Bailey, D.	25

## HOBIE 14T POINTS

1. Buxton, T.	5 3/4
2. Miller, H.	8 3/4

## DIVISION 8

DIVISIONAL CHAMPIONSHIPS  
FLEET #80 DIVISION 8  
DATONA BEACH, FLORIDA  
AUGUST 10-11, 1985

## HOBIE 18A POINTS

1. McCann/Lemay	5 3/4	
2. Curry/Bentley	10 3/4	
3. Mayo/Smith	10 3/4	
4. Cozart/Muino	10 3/4	
5. Linton/Richler	18	
6. Thompson/God	18	
7. Dunn/Allen	20	
8. Deans/Cindy	21	
9. Johnson/Johnson	24	
10. Carlson/	Reynolds	24
11. Duffield/	Duffield	24
12. Linton/Linton	24	
13. Duke/Parker	27	
14. Cope/Kay	28	
15. Hohenhausen/	Hohenhausen	39
16. Dew/MacKenzie	Braun/	41
17. Ledgerwood	44	
18. Whitworth/	Clacher	47
19. Dunn/Dudley	53	
20. Sheppard/	Helander	55
21. Lindley/	Lindley	56
22. Elder/	Arntstead	61
23. Corliss/	Thompson	63
24. Mullen/Mullen	64	
25. Obendorf/	Obendorf	69
26. Hansen/Patchy	75	
27. Hutchinson/	Cannon	81
28. Cady/Peterson	84	

## HOBIE 18B POINTS

1. Wheeler, D.	5 1/2
2. Wenger, G.	10
3. Clive, D.	11 3/4
4. Hepper, B.	16
5. Schib, G.	27
6. Mauk, B.	27

## HOBIE 16A POINTS

1. Jagger, T.	7
2. Brewer, D.	13 3/4
3. Basley, J.	16
4. Preller, G.	18
5. Faltermeyer, M.	25
6. Johnson, S.	27 3/4
7. Phipps, R.	46
8. Tursi, S.	48
9. Brittain, K.	51
10. David, D.	53
11. Baldwin, D.	54
12. Swanson, R.	62
13. Hensler, J.	65
14. McKee, P.	72
15. Russell, S.	75
16. Irwin, T.	76
17. Reifschneider	80
18. Brindisi, M.	81
19. Stayner, L.	84
20. Flore, J.	84
21. Andryak, R.	86
22. Willenassen, J.	90
23. Dankle, J.	100
24. Bendixen, C.	100
25. Allen, B.	101
26. Elsherry, K.	104
27. Oxley, A.	16
28. Zachar, J.	119
29. Minner, C.	141
30. Buckingham, D.	142

## HOBIE 16B POINTS

1. Wilson, B.	11 1/2
2. Kirkpatrick, T.	12 1/2
3. Nelson, T.	21
4. Jespersen, D.	27
5. Spysma, B.	30
6. McGranaghan, M.	35
7. Sprague, D.	36
8. Tateosian, M.	36 3/4
9. Hawley, B.	42
10. Stoffel, B.	43
11. Sleeman, Lex	48
12. Swotek, E.	50
13. Daharsh, S.	56
14. Hauser, B.	61
15. Dixon, E.	61
16. Marsden, T.	63
17. Calabrese, F.	65
18. Rachel, A.	67
19. Kirkpatrick, T.	70

## HOBIE 16C POINTS

1. Kickbush, C.	12 1/2
2. Rodewald, M.	14
3. Healy, R.	18
4. Arbiue, B.	20
5. Runyan, D.	23 3/4
6. Winberg, E.	27
7. Wolff, B.	30
8. Hinds, L.	31
9. Beek, E.	32 3/4
10. Cochran, D.	36
11. Mientus, L.	50
12. Hartman, G.	57
13. Rapp, D.	57
14. Young, G.	59
15. Martens, W.	67
16. Forley, J.	70
17. Davis, B.	82

## HOBIE 16A POINTS

1. Gies	2 1/2
2. Joslin	5 3/4
3. Dekreek	8</



# REGATTA RESULTS

7. Crawford	19
8. Medley	22
9. Papas	22
10. Powell	24
11. Jacobs	33

## DIVISIONAL CHAMPIONSHIPS FLEET #80 DIVISION 8 DATONA BEACH, FLORIDA AUGUST 10-11, 1985

HOBBIE 16A	POINTS
21. Snyder/ Blickenstaff	51
22. Okragleski/ Okragleski	59
23. Corwell/Ziska	62
24. Kuffic/ Gilcoine	64
25. Post/Cindy	69
26. Mordock/Bozo	72
27. Bowerfind/John	76
28. Bertolet/ Stanley	78
29. Hawkes/Hawkes	80
30. Bennett/Bennett	88
31. Halsey/Marrot	90

HOBBIE 16B	POINTS
1. Jones/Jones	3 1/2
2. Massfeller/ Massfeller	13
3. Vassiliades/ Adcott	13 3/4
4. Avant/Tim	15
5. Krutek/Krutek	23
6. Craib/Delmain	23
7. Dickinson/ Dickinson	25
8. Berry/Jeter	25
9. Broomfield/ Broomfield	27
10. Ellis/Burrell	28
11. Phillips/ Phillips	29
12. Long/Braun	30
13. Boetche/ Boetche	31
14. Boone/Boone	31 3/4
15. Shirley/Varden	33
16. Bailey/Bailey	33
17. Detrick/Detrick	41
18. Birutis/Whaley	43
19. Sandlin/ Anderson	44
20. Michael/Michael	45
21. Griffin/Griffin	45
22. Ridenour/ Tubank	54
23. Meyers/Stiff	59
24. Gronbach/Anne	63
25. Lengyel/ Anderson	67
26. Winn/Winn	71
27. Martin/Rapp	72

HOBBIE 16C	POINTS
1. Hubel/Pike	5 3/4
2. Broberg/ Sylvester	6 3/4
3. Young/Young	10 3/4
4. Esser/Free	13 3/4
5. Gelatt/Devine	24
6. Vaughan/Guthrie	24
7. Boston/Floyd	24
8. Dewitt/Betz	25
9. McKee/Myers	27
10. Beal/Beal	28
11. Norvell/Werden	31
12. Gross/Dickinson	32
13. Ricker/Offner	33
14. McKenzie/ McKenzie	34
15. McDonald/Kier	42
16. Bergman/Bergman	42
17. Lamin/Lambert	45
18. White/ Harrington	47
19. Cooper/Gardner	55
20. Rominger/ Dickinson	58
21. Wright/Myers	59
22. Francis/Malone	61
23. Jameson/Jameson	70
24. Osborne/Bank	71
25. Heinz/Heinz	71
26. Karably/Karably	72
27. Corn/Corn	72
28. Shannon/Stewart	79
29. Reigner/ Eisenhauer	77
30. O'Connell/Pike	85
31. Anderson/Barner	96
32. Buckner/ Hackenbar	96

HOBBIE 14A	POINTS
1. McIntosh	2 3/4
2. Moldt	5 3/4
3. Sammons	6
4. Buie	6
5. Brooks	9

HOBBIE 14B	POINTS
1. Dunn/Dunn	4 3/4
2. Pitt/Wicks	7 3/4
3. Kendrick/Beach	9 3/4
4. Olson/ Pendergrass	10 3/4
5. Jones/Alexander	11
6. Estapa/Walters	12
7. Robertson/ Robertson	19
8. Land/Coates	20
9. Ellis/Beckman	20
10. Dingman/Dingman	20
11. Loftis/Loftis	28

HOBBIE 14C	POINTS
1. Isco	6 1/2
2. Oehler	7 1/2
3. Frederick	7 1/2
4. Longueville	18
5. Koehn	22
6. Murphy	22
7. Henderson	27
8. Ferree	31
9. Fong	37
10. Hineghan	38
11. Campbell	38
12. Carpenter	42
13. Briggs	42
14. Murray	44
15. Keil	44
16. Keil	63

## DIVISION 9

BARE WHAT YOU DARE III  
FLEET #64 DIVISION 9  
SOUTH COVE COUNTY PARK  
LAKE KEMEE, SOUTH CAROLINA  
MARCH 30-31, 1985

HOBBIE 14A	POINTS
1. Dunn/Dunn	4 3/4
2. Pitt/Wicks	7 3/4
3. Kendrick/Beach	9 3/4
4. Olson/ Pendergrass	10 3/4
5. Jones/Alexander	11
6. Estapa/Walters	12
7. Robertson/ Robertson	19
8. Land/Coates	20
9. Ellis/Beckman	20
10. Dingman/Dingman	20
11. Loftis/Loftis	28

12. Graham/Graham	31
13. Camp/Welsh	34
14. Whitley/ Braswell	38

HOBBIE 18B	POINTS
1. Nanchey/Chappel	3 1/2
2. Nurni/Wrenn	4 3/4
3. Roberson/ Roberson	5 3/4
4. Brown/Jones	14
5. Miller/Miller	15

HOBBIE 16A	POINTS
1. Percy/Morland	3 1/2
2. Smith/Smith	6 3/4
3. Humphrey/ Wooner	11
4. O'Gara/Reynolds	11
5. Efrid/Gilbert	16
6. Robinson/ Robinson	17
7. Curtis/Curtis	18
8. Ayscue/Ayscue	18
9. Smith/Collins	24
10. Hunter/Grant	27
11. Craig/Grant	31
12. Setili/Keahay	32
13. Berry/Short	32
14. Kiemele/Taylor	36

HOBBIE 16B	POINTS
1. Williamson/ Fowler	5 3/4
2. Dalba/Morris	6 3/4
3. Helfrich/ Helfrich	8
4. Florence/Perez	14 3/4
5. Fahberg/ Fahberg	15
6. Weatherford/ Weatherford	18
7. Poplin/ Alton/Alton	19 3/4
8. Alton/Alton	20
9. Hermann/Hermann	20
10. Sifford/Smith	25
11. Carpenter/ Schumpert	26
12. Wiegman/Wiegman	29
13. Massey/Massey	29
14. Richbourg/ Richbourg	32
15. Russell/Russell	32
16. Hill/Wiles	42
17. Price/Potter	44
18. Harrison/Schley	46
19. Phares/Johnson	62
20. Kaufhold/ Carter	66
21. Carter/ Peavy/Bennett	68

HOBBIE 16C	POINTS
1. Jarrett/Hoke	5 3/4
2. McCroskey/ McCroskey	5 3/4
3. Taylor/Bevell	11
4. Hoss/look/ Kluttz	11 3/4
5. Griffin/Duggar	14 3/4
6. Templeton/ Holley	20
7. Lathan/Latham	20
8. Miles/Miles	24
9. Player/Leslie	29
10. Corum/Auston	29
11. Owsley/Perez	30
12. Coleman/Moon	32
13. Kline/Hicks	34
14. Ragan/Griffith	36
15. Allison/ Fridmore	37
16. Gray/ Polkinhorn/Ruff	41
17. Owens/Kelly	42
18. Long/Godfrey	44
19. Hunt/Green	63

HOBBIE 14	POINTS
1. Myers, D.	2 1/2
2. Merril, K.	2 1/2
3. Faile, S.	6 3/4
4. Freymeyer, B.	9
5. Wilson, C.	9
6. House, J.	13
7. O'Connell, M.	16
8. Carnes, P.	21

HOBBIE 14T	POINTS
1. Chandler/ Chandler	64
2. Glore/Glore	66
3. Conkling/ Conkling	66
24. Mulkey/Brown	78
25. Pudy/Pudy	78
26. Brown/Brown	78

HOBBIE 14B	POINTS
1. Huffer, D.	3 1/2
2. Stienna, D.	10 3/4
3. Yoder, M.	17
4. Neil, G.	17
5. Laude, D.	17 3/4
6. Robinson, R.	19
7. Nordhaus, T.	20
8. Simpson, G.	20
9. Fairgrieve, J.	21
10. McConkey, B.	22
11. Grassi, A.	24
12. Terrell, T.	27
13. Knoll, J.	30
14. Roesch, M.	33
15. Witham, S.	34
16. Suttillier, H.	37
17. Quinn, M.	42
18. Jaeger, R.	43
19. Bonian, D.	47
20. Dunbar, D.	55
21. Hood, S.	56
22. Heatman, R.	56
23. Swank, K.	61
24. Kemp, D.	66

HOBBIE 16C	POINTS
1. Enders, G.	4 3/4
2. Besch, D.	13 3/4
3. Wester, M.	20
4. Steller, D.	21 3/4
5. LaRoque, P.	25
6. Brunotts, R.	28
7. Carlson, D.	32
8. Anador, S.	36
9. Carroll, J.	36
10. Kasner, K.	40
11. Croft, A.	41
12. Root, S.	42
13. Whithers, M.	42
14. Leroy, E.	42
15. Bay, D.	52
16. Voight, K.	52
17. Payne, D.	55

## DIVISION 10

15TH POINTS REGATTA  
DIVISION 10  
WILMETTE, ILLINOIS  
AUGUST 10-11, 1985

HOBBIE 18	POINTS
1. Isco	6 1/2
2. Oehler	7 1/2
3. Frederick	7 1/2
4. Longueville	18
5. Koehn	22
6. Murphy	22
7. Henderson	27
8. Ferree	31
9. Fong	37
10. Hineghan	38
11. Campbell	38
12. Carpenter	42
13. Briggs	42
14. Murray	44
15. Keil	44
16. Keil	63

HOBBIE 16A	POINTS
1. Smith, G.	63
2. Field, S.	66
3. Pindlay, R.	69
4. Woodruff, S.	72
5. Cleworth	72
6. Herbert, R.	73
7. Katz, J.	83
8. Williams, B.	87
9. Findley, J.	87
10. Kellogg, J.	87
11. Bidwell, M.	87
12. Eisele, T.	87
13. Lawson, P.	87
14. Peterson, J.	87
15. Grosskoff, J.	87
16. Wadsworth	87
17. Brown	87
18. Kuz	87
19. Hartman	87
20. Minne	87
21. Blohm	87
22. Pigulski	87
23. Books, S.	87
24. Saras	87

HOBBIE 16B	POINTS
1. Bailey	3 1/2
2. Bidwell	3 1/2
3. Mack, L.	3 1/2
4. Luksha	3 1/2
5. Loar	3 1/2
6. Kordash	3 1/2
7. Morris	3 1/2
8. Cunningham	3 1/2
9. Terrill	3 1/2
10. Tenny	3 1/2
11. Hofer	3 1/2
12. Richerson	3 1/2
13. Boehn	3 1/2
14. Chambers	3 1/2
15. Kern	3 1/2
16. Bower	3 1/2
17. Kandler	3 1/2
18. Drader	3 1/2
19. Kreiger	3 1/2
20. O'Handley	3 1/2

HOBBIE 16C	POINTS
1. Rife, K.	5 1/2
2. Normann, P.	5 1/2
3. Koolen, R.	5 1/2
4. Cassaway, V.	5 1/2
5. Harmon, N.	5 1/2
6. Gates, J.	5 1/2
7. Lunkes, H.	5 1/2
8. Neilly, R.	5 1/2
9. Olsen, G.	5 1/2
10. Brookman, B.	5 1/2
11. Adams, J.	5 1/2
12. Libert, J.	5 1/2
13. Troller, J.	5 1/2
14. Belek, K.	5 1/2
15. Teboripav, K.	5 1/2
16. Ray, D.	5 1/2
17. Seersha, R.	5 1/2
18. Craig, B.	5 1/2
19. Wood	5 1/2
20. Carr, E.	5 1/2

HOBBIE 14T	POINTS
1. Green, D.	2 1/2
2. Rech, B.	2 1/2

HOBBIE 16B	POINTS
1. McKellop, J.	3
2. Walsh, D.	3
3. Grassi, A.	11
4. Wellman, P.	16
5. Finta, T.	17
6. McMichael, B.	22
7. Voight, R.	24

HOBBIE 16A	POINTS
40. Walsh, D.	101
41. Baravetto, J.	102
42. McNulty, S.	109
43. Peterson, J.	111
44. Baker, D.	111
45. Campbell, S.	114
46. Flucke, R.	116
47. Powers, L.	127
48. Miller, D.	128

HOBBIE 16B	POINTS
1. Huffer, D.	3 1/2
2. Stienna, D.	10 3/4
3. Yoder, M.	17
4. Neil, G.	17
5. Laude, D.	17 3/4
6. Robinson, R.	19
7. Nordhaus, T.	20
8. Simpson, G.	20
9. Fairgrieve, J.	21
10. McConkey, B.	22
11. Grassi, A.	24
12. Terrell, T.	27
13. Knoll, J.	30
14. Roesch, M.	33
15. Witham, S.	34
16. Suttillier, H.	37
17. Quinn, M.	42
18. Jaeger, R.	43
19. Bonian, D.	47
20. Dunbar, D.	55
21. Hood, S.	56
22. Heatman, R.	56
23. Swank, K.	61
24. Kemp, D.	66

HOBBIE 16C	POINTS
1. Enders, G.	4 3/4
2. Besch, D.	13 3/4
3. Wester, M.	20
4. Steller, D.	21 3/4
5. LaRoque, P.	25
6. Brunotts, R.	28
7. Carlson, D.	32
8. Anador, S.	36
9. Carroll, J.	36
10. Kasner, K.	40
11. Croft, A.	41
12. Root, S.	42
13. Whithers, M.	42
14. Leroy, E.	42
15. Bay, D.	52
16. Voight, K.	52
17. Payne, D.	55

## DIVISION 10

15TH POINTS REGATTA  
DIVISION 10  
WILMETTE, ILLINOIS  
AUGUST 10-11, 1985

HOBBIE 18	POINTS
1. Isco	6 1/2
2. Oehler	7 1/2
3. Frederick	7 1/2
4. Longueville	18
5. Koehn	22
6. Murphy	22
7. Henderson	27
8. Ferree	31
9. Fong	37
10. Hineghan	38
11. Campbell	38
12. Carpenter	42
13. Briggs	42
14. Murray	44
15. Keil	44
16. Keil	63

18. Said, T.	59
19. Rutlock, L.	63
20. Olsson, G.	63
21. Kinnay, T.	66
22. Medlen, R.	69
23. Lueck, S.	72
24. Hillman, S.	72
25. Camden, M.	73
26. Glawitsch, S.	83
27. Wilhelm, A.	87
28. Klein, R.	87
29. Morgan, D.	87

HOBBIE 14A	POINTS
1. Wall, B.	3 1/2
2. Bird, M.	4 3/4
3. Storer, J.	6 3/4

HOBBIE 14T	POINTS
1. Horthrop, D.	4 1/2
2. Green, D.	5 3/4
3. Kuchebuch, J.	8
4. Eisele, T.	9 3/4
5. Uptegraff, C.	10
6. Glenn, G.	11
7. Allen, T.	19

HOBBIE 18A	POINTS
1. Sundberg, C.	5 1/2
2. Roberts, C.	8



# REGATTA RESULTS

7. Karts	31
8. Williams, B.	32
9. Findlay, J.	32 3/4
10. Kellogg	34
11. Bidwell	34
12. Eisele	36
13. Lawson	39
14. Petersen	50
15. Grosskopf	52
16. Wadsworth	52
17. Brown	63
18. Kutz	64
19. Hartman	71
20. Minne	74
21. Blohm	81
22. Pigulski	82
23. Rooks	86
24. Saras	94

## HOBBIE 16B POINTS

1. Bailey	13
2. Bidwell	13 1/4
3. Mack, L.	18
4. Luksha	18 3/4
5. Loar	23 3/4
6. Kordash	26
7. Morris	26
8. Cunningham	30
9. Terrill	32
10. Tenny	32
11. Huffer	33
12. Richardson	39
13. Boehn	44
14. Chambers	47
15. Kearn	48
16. Hoefel	49
17. Kandaler	52
18. Draper	55
19. Kreiger	67
20. O'Handley	67

## HOBBIE 16C POINTS

1. Rife	15 3/4
2. Mornann	15 3/4
3. Woolen	17 1/4
4. Gassaway	20
5. Harmon	20
6. Gates	21 3/4
7. Lunkes	24
8. Reilly	32
9. Olsen	34
10. Brookman	34
11. Adams	34
12. Libert	34
13. Troller	38
14. Belak	42
15. Tibor/Pavic	45
16. Ray	51
17. Sersaba	62
18. Craig	62
19. Wood	65
20. Carr	69
21. Maloney	82

## DIVISION CHAMPIONSHIP REGATTA DIVISION 10 LAKE ERIE @ CEDAR POINT SANDUSKY, OHIO AUGUST 23-25, 1985

## HOBBIE 18A POINTS

1. Sundberg, C.	3 1/4
2. Roberts, C.	6 3/4
3. Howes, B.	9
4. Tannert, T.	10
5. White, R.	15
6. Rose, D.	15 3/4
7. Oehler, R.	20
8. Brinbois	22
9. Jacobs, L.	26
10. Burleson, R.	32
11. Tacy, S.	32
12. Murphy, M.	36
13. Laune, J.	36
14. Bliss, B.	37
15. Frederick, J.	43
16. Isco, G.	43
17. Matuzak, J.	43
18. Sullivan, D.	44
19. Kovach, J.	45
20. Klinger, J.	50
21. White, D.	50
22. Downing, S.	58
23. Ross, B.	60
24. Delaney, T.	65
25. Kosht, D.	67
26. Duncan, G.	72
27. Suhan, J.	74
28. Dielman, B.	76
29. Frey, J.	77
30. Jacobs, A.	77
31. Platte, D.	84

## HOBBIE 18B POINTS

1. Martin, G.	5 1/4
2. Haas, G.	7
3. Miller, K.	7 3/4
4. Scheib, J.	8 3/4
5. Saleksi, L.	13
6. Breese, D.	17
7. Forlong, R.	21
8. Campbell, T.	27
9. Pell, N.	28
10. Burger, V.	28
11. McKay, R.	28
12. Noko, L.	33
13. McLain, M.	35
14. Harris, C.	35
15. Forshey, J.	37
16. Koeth, G.	38
17. Plack, S.	47
18. Simpson, M.	47
19. Flynn, T.	62
20. Haughe, B.	63
21. Marquardt, J.	63

## HOBBIE 18M POINTS

1. Fahle, M.	3 1/4
2. Ulicki, K.	5 3/4
3. Spittler, S.	5 3/4
4. Miller, S.	11
5. Dayka, J.	16
6. Marquardt, J.	18

## HOBBIE 16A POINTS

1. William, B.	7 3/4
2. Buckley, R.	8 1/4
3. Herbert, R.	10

4. Smith, G.	12
5. Woodruff, S.	17
6. Grosskopf, J.	19
7. Cleworth, J.	23
8. Howie, D.	25
9. Steffen, F.	27
10. Terptrat, J.	30
11. Bidwell, M.	34
12. Lashaway, L.	34
13. Weir, M.	34
14. Bounds, M.	39
15. McKellop, J.	40
16. Warner, D.	44
17. Lemaitre, F.	45
18. Kartz, J.	49
19. Balboa, R.	50
20. Grant, D.	50
21. Rooks, S.	52
22. Blohm, Glen	58
23. MacHardy, D.	58
24. Taylor, G.	60
25. Field, S.	62 3/4
26. Hartman, T.	65
27. Baidas, A.	70
28. Pero, T.	73
29. Wadsworth, P.	77
30. Haller, S.	79
31. Demetry, M.	79
32. Mette, K.	86
33. Burwell, G.	87
34. Lawson, P.	89
35. Pasley, L.	90
36. Smith, D.	90
37. Harder, J.	92
38. Reidel, R.	100
39. Wall, P.	101

## HOBBIE 16B POINTS

1. Bailey	13
2. Bidwell	13 1/4
3. Mack, L.	18
4. Luksha	18 3/4
5. Loar	23 3/4
6. Kordash	26
7. Morris	26
8. Cunningham	30
9. Terrill	32
10. Tenny	32
11. Huffer	33
12. Richardson	39
13. Boehn	44
14. Chambers	47
15. Kearn	48
16. Hoefel	49
17. Kandaler	52
18. Draper	55
19. Kreiger	67
20. O'Handley	67

## 1984 & 1985 DIVISION CHAMPIONSHIPS

### DIVISION 10 CEDAR POINT SANDUSKY, OHIO

## HOBBIE 18A POINTS

1. Burleson	15
2. Wadsworth	16
3. Laune	16
4. Ruetenik	22
5. Sundberg	24 3/4
6. Isco	25
7. Fahle	25
8. Thiesens	31
9. Frederick	39 3/4
10. Roberts	42 3/4
11. Dielman	44
12. Frakes	45
13. Lashaway	47
14. Downing	47
15. Griswold	50
16. Kovach	52
17. Matuzak	53
18. Oehler	59
19. Medler	60
20. Schaefer	61
21. Rose	63
22. Platte	63
23. Bliss	64
24. Illi	65
25. Vermeulen	68
26. Murphy	69
27. Jones, C.	70
28. Smith, L.	73
29. Sullivan, D.	74
30. Delaney, T.	74
31. Duncan	77
32. Slusser	79
33. Delaney, J.	84
34. DeVissier	84
35. Burkard	85
36. Brinbois	90
37. Greenwald, H.	94
38. Tyska	99
39. Jacobs, A.	97
40. Quinn	103

## HOBBIE 18B POINTS

1. Ross	13
2. Klingler	15 3/4
3. Saleksi	19 3/4
4. Noko	22
5. Roupe	22
6. Bristol	23 3/4
7. Patton	29
8. Pell	29
9. Harper	31
10. Haist	31
11. Sadallah	33
12. Suhan	34
13. Oates	35
14. Devereaux	35
15. Brane	38
16. Breese	39
17. Simpson, M.	41
18. Scheib	43
19. McKay	47
20. Greenwald	49
21. Hood	54
22. Titus	55
23. Baldwin	57
24. Smith, K.	58
25. Furlong	61
26. Koeth	62
27. Gary	62
28. Walsh	66
29. Raap	69
30. Keil	71
31. Murray	73

## HOBBIE 18M POINTS

1. Spittler	3 1/4
2. Johnston	5 3/4
3. Rosenberg	7
4. Kuzyk	10

## HOBBIE 16A POINTS

1. Smith, G.	8 3/4
2. Williams	11
3. Howie	11 3/4
4. Liefeld	17
5. Bidwell, M.	20
6. Grant, D.	27
7. Findlay	32
8. Herbert	40
9. Field	43
10. Pero	44
11. Woodruff	46
12. Lawson	50
13. Campbell, S.	51
14. Wall	53
15. Steffen	53

16. Soleno	53
17. Galluzzo	56
18. Brown, K.	57
19. Wier	58
20. Sinclair	58
21. Grant, J.	59 3/4
22. Metcalf	62
23. Lashaway, L.	64
24. Grosskopf	66
25. Baidas	76
26. Pasley	79
27. Cozzi	79
28. Simpson, G.	87
29. Perry	87
30. Hightstone	88
31. Bonesteel	89
32. Rooks	91
33. Kordash	92
34. Bolin	92
35. Campbell, Skip	94
36. Hartman	94
37. Keidel	97
38. Kartz	98
39. Minne	99
40. Haller	104
41. Haas	105
42. Peterson	106
43. Moline	108
44. McKellop	108
45. Mencin	111
46. Leonard	114
47. Perkins	115
48. Chambers	122

## HOBBIE 16B POINTS

1. Mette	6 3/4
2. Beebe	15 3/4
3. Cornell	19
4. Suttmiller	20
5. Carr	21
6. Baker	21
7. McConkey	22
8. McNulty	27
9. Dunbar	29
10. Wolczyk	35
11. Demetry	35 3/4
12. Fulling	39
13. Mohney	42
14. Barth	43
15. Walker	44
16. Grassi	47
17. Hanaker	50
18. Walsh	52
19. Plucke	53
20. Ronian	57
21. Holmes	59
22. Quinn	60
23. Pansan	60
24. Tenny	63
25. Steiner	68
26. Stowe	68
27. Frey	69
28. Kusanke	70
29. Kinkel	73
30. Lynnet	79
31. Knipper	79

## HOBBIE 16C POINTS

1. Byers	2 3/4
2. Kammer	3 3/4
3. Leonard	8
4. Tilsten	11
5. Resch	11
6. Ray	16
7. Root	19
8. Veum	23
9. Leroy	23
10. Said	25
11. Finston	25
12. Detzel	25
13. Hillman	26
14. Wilhelm	27
15. Allison	27
16. Payne	29
17. Lueck	30
18. Wadsworth	31
19. Voight	34
20. Hallett	35
21. Hutlock	36
22. Teyher	37
23. Verman	45
24. Speakman	45
25. Brown, D.	45

## HOBBIE 14 POINTS

1. Northrop	2 1/4
2. Storer	8
3. Allen	9
4. Rosenberg	12
5. Thaeler	13
6. Mack	16
7. Dutton	20

## HOBBIE 14T POINTS

1. Eisele	4 1/4
2. Kuchenbuch	4 3/4
3. Glenn	8
4. Bidwell, D.	14
5. Alexander	16
6. Mase	18
7. Haist	18

## HOBBIE 18A POINTS

1. Hayward, R.	3 3/4
2. Schlecker, M.	9 3/4
3. LeBoeuf	12
4. Alldian, D.	18
5. Fisher, M.	24

## HOBBIE 16A POINTS

1. Kornwebel, W.	10 1/2
2. Schmidbauer, G.	16 1/2
3. Myers, M.	19
4. Laue, P.	22
5. Glanden, J.	23 3/4
6. MacConnell, R.	27 3/4
7. Kulowski, D.	33
8. Pagels, B.	35
9. Strauss, B.	40

10. Ackroyd, D.	42
11. Sullivan, J.	52
12. Krause, J.	55
13. Kulaski, R.	56
14. Keiser, J.	61
15. Gillis, J.	62
16. Morris, T.	64

## HOBBIE 16B POINTS

1. Yates, J.	10 3/4
2. Huff, A.	10 3/4
3. Thorne, J.	17 1/2
4. Villa, B.	22 3/4
5. White, R.	27
6. Deforia, A.	32
7. Wiggins, D.	32
8. Brown, C.	39
9. Winthers, R.	41
10. Wagner, R.	42
11. Norey, J.	48
12. Wiegert, B.	53
13. Witt, W.	56
14. Fleming, C.	56
15. Hartoch, G.	59
16. Olsen, B.	59 3/4

## HOBBIE 16C POINTS

1. Hippensteel, T.	12 1/2
2. Andrews, B.	16 1/2
3. Conover, R.	22
4. Cummin, J.	28
5. Ruth, D.	31 3/4
6. Aston, B.	32
7. Payne, R.	33
8. Spiel, M.	33
9. Miner, T.	33
10. Kita, C.	37
11. Rockey, B.	38
12. Gruber, M.	44
13. Bauer, B.	63
14. Fiorentino, R.	66

## HOBBIE 14T POINTS

1. Ball, D.	5
2. Metello, J.	7 1/2
3. Snedeker, F.	15
4. Redmond, C.	19

## 1985 SPRING WINDS REGATTA FLEET 24 - DIVISION 11 OCEAN CITY, NEW JERSEY JUNE 15-16, 1985

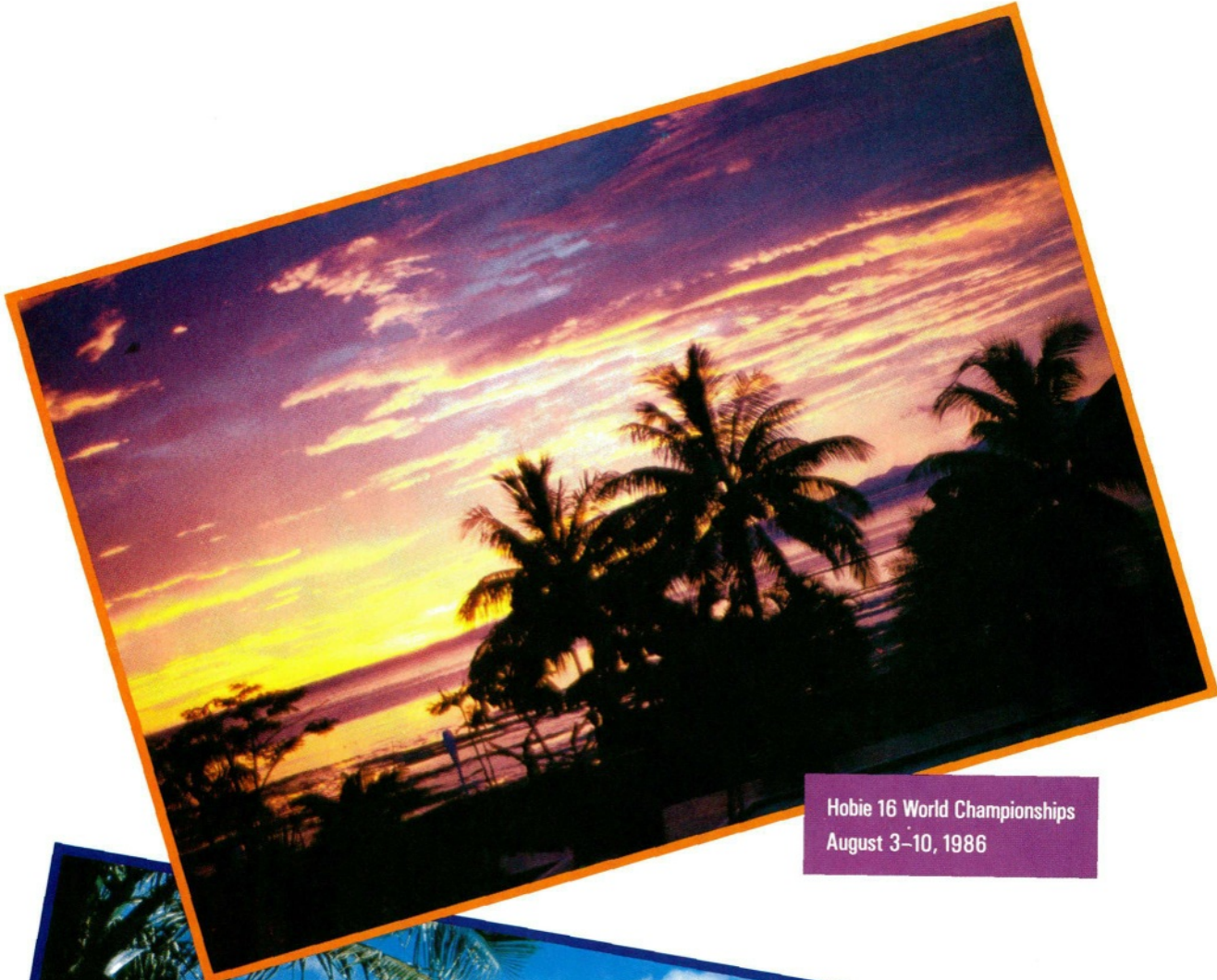
## HOBBIE 18 POINTS

1. Hayward/Thompson	6 1/4
2. Gauthier/	8 1/2
3. LeBoeuf/	16
4. Southern	16
5. Alldian/Alldian	23
6. Morris/Morris	25
7. Cowan/Wagner	30
8. Patterson/	31
9. Fisher/Koren	36
10. Schlecker/	43
11. Keenan	43
12. Bucks/Wigo	44

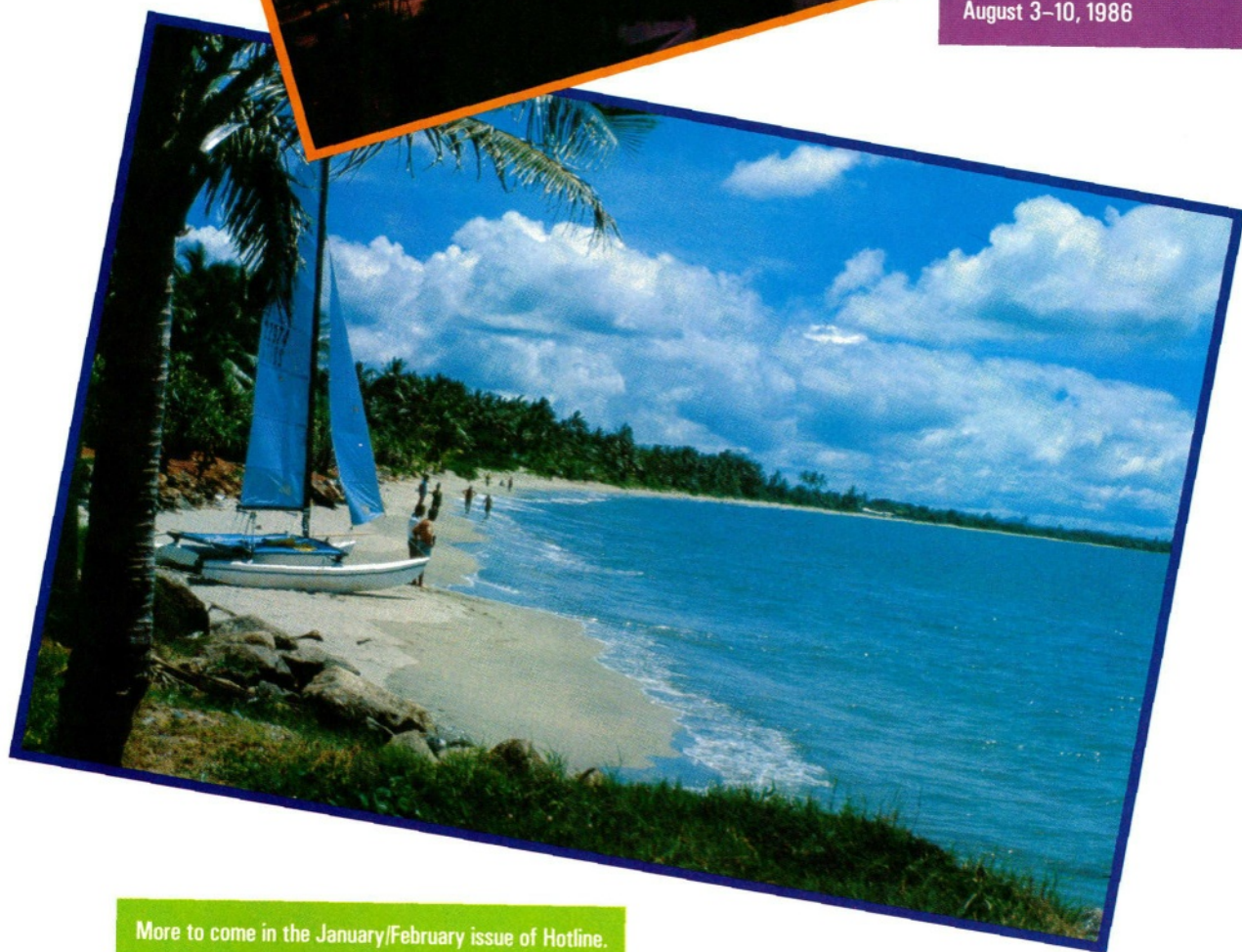
## HOBBIE 16A POINTS

1. MacConnell/	7 1/2
2. Schmidbauer/	





Hobie 16 World Championships  
August 3-10, 1986



More to come in the January/February issue of Hotline.



## DIVISION 12

NEWPORT CREAMERY  
"NOTHING BUT THE BEST"  
RHODE ISLAND CHAMPIONSHIPS  
FLEET #448 DIVISION 12  
GALILEE, RHODE ISLAND  
SEPTEMBER 1, 1985

### HOBBIE 18 POINTS

1. Tortolani/ Tortolani	2 1/2
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### HOBBIE 16A POINTS

1. Scarduzio/ Pachem	3 1/2
2. Boulay/Boulay	3 1/2
3. Gamache/ Gamache	9
4. Linke/ Heilenheim	9
5. Lemme/Lemme	11
6. Lockwood/ Waddicor	18
7. Boulanger/ Boulanger	21

### HOBBIE 16B POINTS

1. Jackson/Franco	2 1/2
2. Kincheles/ Franco	4 3/4
3. Brocco/Brocco	8
4. Voorvaart/ McElhanon	10

MEGREW REGATTA  
FLEET #448 DIVISION 12  
PORT GETTY, JAMESTOWN  
RHODE ISLAND  
JULY 20-21, 1985

### HOBBIE 18 POINTS

1. Bates/Steere	4 1/2
2. Tortolani/ Tortolani	6 3/4

### HOBBIE 16A POINTS

1. Franco/Franco	5 1/2
2. Boulay/Boulay	10 3/4
3. Linke/Linke	10 3/4
4. Gamache/ Heilenheim	12 3/4
5. Scarduzio/ DelVecchio	16

### HOBBIE 16B POINTS

1. Lockwood/ Waddicor	4 1/2
2. Boulanger/Paul	5 1/2
3. Brocco/Brocco	11

### HOBBIE 14T POINTS

1. Melone, Bernie	6 1/2
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THE BUZZARD REGATTA  
DIVISION 12 CHAMPIONSHIPS  
HATTAPPOISETT, MASSACHUSETTS  
JULY 27-28, 1985

### HOBBIE 18A POINTS

1. Adelman, J.	5 3/4
2. Drake Barber, F.	14 3/4
3. Shae, B.	18 3/4
4. Finn, W.J.	20
5. Thompson, B.	30
6. Walklet, C.	44
7. Dalliere, D.	46
8. Dugas, R.A.	48
9. Blom, G.	50
10. Fox, S.	51
11. Burgess, B.	56
12. Cuttillo, J.	59
13. Weigold, G.	69
14. Coccari, P.	73
15. McCarthy, J.	90
16. Gilman, E.	93

### HOBBIE 18B POINTS

1. Baker, B.	4 1/2
2. Eckblom, J.	16
3. Bill, G.	20 3/4
4. Farmer, D.	27
5. McNall, R.	27
6. Sculley, R.	29
7. Lillienthal, D.	43
8. Argenta, B.	43
9. Gaffey, R.	54
10. Foster, C.	57
11. Belisle, J.	57
12. Hawkins, D.	61
13. Brown, W.	75

### HOBBIE 16A POINTS

1. Campbell, A.	17 1/2
2. Walsar, R.	17 3/4
3. Bounde, M.P.	17 3/4
4. Simms, A.	23 1/5
5. Davis, R.	41
6. Kimball, T.	45
7. McCarthy, C. Jr.	53
8. Najjar, R.	56
9. Venegas, J.G.	57
10. Deeble, W.R.	67
11. Ferrara, B.	69
12. Robinson, A.	69 3/4
13. Hands, H.J.	80
14. Franco, B.	85
15. Saunders, W.D.	85
16. Becker, D.	88
17. Rosenfield, S.	92
18. Crossley, R.	95
19. Baker, S.	97
20. Boulay, J.	102
21. Linke, H.	103
22. McCarthy, J.	106
23. Ferguson, D.	114
24. West, R.	115

25. Franklin, L.	122
26. Stanley, A.	129
27. Horne, R.	134
28. Rowe, F.	138
29. Love, J.	140
30. Kelly, M.	159

### HOBBIE 16B POINTS

1. Hawley, B.	9
2. Breuer, J.	24 3/4
3. Nichols, D.	48 3/4
4. Lemme, M.	41
5. Way, B.B.	43
6. Hessinger, B.	45
7. Snyder, R.	52
8. Scarduzio, N.	52
9. Watson, J.	56
10. Watts, B.	57
11. Bromkamp, D.	59
12. Olin, D.L.	61
13. Bustin, R.	61 3/4
14. Christopher, C.	64
15. Gamache, B.	78
16. Telesmanick, R.	82
17. Driscoll, J.	91
18. Rook, M.E.	92
19. Harris, R.L.	97
20. Baldwin, P.	98
21. DeMesa, C.	100
22. Blain, M.	118
23. Silverstein, S.	119
24. Boulanger, R.	127
25. Dillon, J.	128
26. Carroll, K.	133
27. Klein, B.	149

3RD ANNUAL LEMME'S SAUCE  
MEATBALLS REGATTA  
FLEET #448 DIVISION 12  
GALILEE, RHODE ISLAND  
AUGUST 3, 1985

### HOBBIE 16A POINTS

1. Franco/Franco	2 1/2
2. Linke/Linke	5 3/4
3. Lemme/Lemme	8
4. Scarduzio/ Holmsen	12
5. Gamache/Gamache	12
6. Lockwood/ Waddicor	17

### HOBBIE 16B POINTS

1. Voorvaart/ McElhanon	2 1/2
2. Boulay/Fanache	6
3. Salonia/Tormay	8
4. Blydenburgh/ Delusas	11
5. Melone/Riggs	14

ALBURY INVITATION 1985  
DIVISION 12 FLEET 187  
LAKE CHARLAIN, VERMONT  
AUGUST 10-11, 1985

### HOBBIE 18A POINTS

1. Adelman, J.	3
2. Perry, G.	13
3. Finn, W.J.	14
4. Barber, F.D.	17
5. Masse, R.	18
6. Palmer, T.	20
7. Shea, B.	20
8. Walklet, C.	29
9. Dalliere, D.	33
10. Danvers, M.	37
11. Cuttillo, J.	39
12. Baker, B.	44
13. Comes, C.A.	50

### HOBBIE 18B POINTS

1. Hadeau, D.	4 1/4
2. Leduc, R.	4 1/2
3. McCarthy, J.	11
4. Laurendeau, R.	14
5. Lillienthal, D.	20
6. Sculley, R.	23
7. Houghton, L.	23

### HOBBIE 16A POINTS

1. Campbell, A.	5 1/2
2. Darress, W.	14
3. Renaud, J.	14 3/4
4. Merlin, J.	16
5. Tremblay, N.	16 3/4
6. Boulay, J.	17
7. Gerard, G.	21 3/4
8. Renaud, D.	23
9. Scarduzio	36
10. Baker, S.	38
11. Kervin, J.P.	49
12. Raphael, C.	38
13. Charbonneau, J.	49

### HOBBIE 16B POINTS

1. Gravel, R.	8 1/2
2. Horne, R.	11
3. Sauve, J.	12 1/2
4. Pater, S.	12 3/4
5. Fichtner, C.	14
6. Sullivan, T.	16
7. Starzione, T.	25
8. Bernard, A.	26
9. Collins, N.	33
10. Bartlett, N.P.	34

## DIVISION 14

MID-AMERICAS  
FLEET #23 DIVISION 14  
LAKE TEXOMA, TEXAS  
MAY 25-26, 1985

### HOBBIE 18A POINTS

1. Barnett/Welch	3
2. Winblad/Welch	3
3. Curtis/Curtis	13
4. Walton/Raines	17

5. Twyman/Schuman	18 3/4
6. Edwards/Muir	19
7. Palmer/Cantrell	20
8. Cummings	34
9. Costa/Costa	36
10. Pellone/ Derichbauer	39
11. Rossi/Anzoni	41
12. Morris/Hanley	44
13. Burrows/Fulton	52

### HOBBIE 18B POINTS

1. Murray/Hill	4 1/2
2. Rumsey/Poshion	5 3/4
3. Giles/PSG	9
4. Campbell/ Goforth	11 3/4
5. Fields/Fields	12
6. Greene/Chase	13
7. Waldrop/ McKee/Garcia	18
8. Wischmeyer/ Carter	22
9. Jacob/Eaton	22
10. Griffin/Daily	33

### HOBBIE 18C POINTS

1. Lawson/Lawson	4 1/2
2. Acosta/Heath	6
3. Meek/Adams	7 3/4
4. Mattingly/ Nahlan	8 3/4
5. Berkbigler/ White	11
6. Van Sickle/ Van Sickle	15
7. Cherry/Farrar	17

### HOBBIE 18M POINTS

1. Angus/Nasinger	3
2. Beach/Harris	6 3/4
3. Knapp/Knapp	13
4. Flowers/ Flowers	14
5. French/French	17

### HOBBIE 16A POINTS

1. Balthaser/ Morton	5 1/2
2. Ralph/Smith	9 3/4
3. Freed/Freed	16
4. Collins/Collins	18
5. Eddington/ Drum	19
6. Kelly/Bush	21
7. McCredie/ Fuller	34
8. Holmes/ Fritzenmeier	35
9. Vockroft/ Summers	44
10. Rourke/Suzette	47
11. Keeton/Johnson	48
12. Hightower/ Spillar	53
13. Young/Young	54
14. Jarvis/Schayler	56
15. Bass/ Hedges	60
16. Cregar/Smith	53
17. Stahl/Stahl	65 3/4
18. Bridgman/Gagnon	66
19. Trotter/Trotter	67
20. Vaughtner/ Peters	71
21. Sparks/Harrison	71
22. Hamilton/ Summer	75
23. Reyes/Henry	76
24. Hester/Lowe	84
25. Pugh/Wilkins	85
26. Stout/Stout	86
27. Brewer/Keeffe	91
28. Dickinson/ Dickinson	102
29. Niguel/Lee	104
30. Loeffelholz/ Priewe	111
31. Myner/Myner	112
32. Johnston/Smith	119
33. Kocis/Kocis	123
34. Matson/Davis	142
35. Koller/Knowles	144

### HOBBIE 16B POINTS

1. Bryant/Ezel	4 1/2
2. Wade/Netzer	10 3/4
3. Frye/Frye	11
4. Puckett/ Campbell	11
5. Watts/Bodkin	17
6. Ettner/Wolf	17 3/4
7. Walters/Elms	20
8. Taylor/Trotter	21
9. McDowell/ McDowell	22
10. Pattullo/Graff	26
11. Davis/Davis	28
12. Sawyer/Green	29
13. Flynn/Rourke	30
14. Morrison/ Taylor	31
15. Denison/Denison	32
16. Wisenhub/ Wisenhub	35
17. Crites/Steely	35
18. Conaway/ Claas	38

### HOBBIE 16C POINTS

1. Green/Woodruff	2 1/2
2. Messersmith/ Carroll	6 3/4
3. Mothom/ Bradshaw	9
4. Rourke/ Neathery	13
5. Griffin/Griffin	14
6. Mantia/Mantia	17
7. Wyeth/Wyeth	20
8. Neishouse/ Delozier	26
9. Carter/Carter	26
10. Boehler/ Hurlbut	26
11. Moore/ Przylycki	31
12. Barlow/Craig	31
13. Petersen/ Thomson	37

## DIVISION 15

WILLIAM GRAMPRIE MEMORIAL  
DIVISION 15 CHAMPIONSHIP  
PANAMA CITY, FLORIDA  
AUGUST 3-4, 1985

### HOBBIE 18A POINTS

1. Newkirk, Kirk	5 1/2
2. Thompson, W.	9 3/4
3. Ederer, Mark	10 3/4
4. Stater, Chris	16 3/4
5. Lewis, Steve	20
6. Mason, Bill	22
7. Holland, Scott	28
8. Dingman, Paul	29
9. King, Keith	31
10. Olson, Lynn	37
11. Jones, Chuck	39
12. Knedling, Greg	39
13. Gason, Ron	42

### HOBBIE 18B POINTS

1. Boothe, Gene	5 1/2
2. Cockcroft, Br.	7 1/2
3. Doyle, Bill	7 3/4
4. Donze, Sam	10

### HOBBIE 16A POINTS

1. Smith, Kevin	3 1/2
2. O'Brien, Kelly	6
3. Percy, Mike	7 1/4
4. McRee, Mike	14
5. Brock, Jim	16
6. Kernion, Brad	16 3/4
7. Zorn, George	18
8. Dalton, John	21
9. Brooks, Todd	21
10. Gaston, Shane	22
11. Kalata, Larry	23
12. Putnam, S.	25
13. Stone, Lynn	29
14. Guarino, Joe	38
15. Self, Robert	41
16. Jeffcoat, Al	41
17. Scott, M.	49

THE BROKEN MAST REGATTA  
FLEET #134 DIVISION 15  
MEMPHIS, TENNESSEE  
JUNE 22-23, 1985

### HOBBIE 18A POINTS

1. Longueville, J.	6 1/2
2. Lewis	6 3/4
3. Lovelace, L.	14
4. Williams, R.	17
5. Lamborn, G.	19
6. Harrison, M.	20

### HOBBIE 16A POINTS

1. McVean, J.	8 1/2
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2. Nolte, P.	10 3/4
3. Heeren, J.	11 3/4
4. Soles, D.	14
5. Handwerker, T.	15
6. Blankensop, C.	24
7. Lockett, S.	27

### HOBBIE 16B POINTS

1. Shelton, J.	5 3/4
2. Humphries, A.	16
3. Segraves, D.	17
4. Dooley, R.	20
5. Richards, C.	20 3/4
6. Lafatte, B.	24
7. Baxter, B.	27
8. Sutterfield, S.	30
9. Buckingham, J.	31
10. Bailey, B.	34
11. Essig, S.	38

### HOBBIE 16C POINTS

1. Wilder, G.	13 3/4
2. McDonald, K.	14 3/4
3. Deblouis, F.	15
4. Larimer, P.	19 3/4
5. O'Brien, K.	21
6. Morgan, J.	21
7. Baker, B.	26 3/4
8. Parks, B.	35
9. Harris, D.	37
10. Doyle, M.	40
11. Pollitt, D.	41
12. Jones, S.	47
13. Chenault, D.	47
14. Harris, J.	53
15. Dye, J.	58
16. Tabor, C.	62
17. Hopper, B.	65
18. Patterson, Sr., R.	69



## REGATTA RESULTS

		HOBIE 18B	POINTS
2. Anderson/Leblanc	14	1. Hauff, B.	5 1/2
3. Kennedy/Worth	14 3/4	2. Howard, T.	7 1/2
4. Whittemore/Whittemore	17 3/4	3. Debaas, P.	10 3/4
5. Lunn/Murray	22	4. Franklin, D.	14
6. Herbetsa/	25	5. Sullivan, D.	14
7. Duroso/Evonus	31	6. Spain, G.	23
8. Bomford/	31 3/4	7. Wagner, L.	26
9. Stubbington/Susanne	45	8. Johnson, J.	28
10. Northrup/Northrup	46	9. Nixon, R.	34
11. Stanley/Crawford	53	10. Allen, S.	37
		11. Stierwatt, R.	39
		12. Grant, S.	48

		HOBIE 16A	POINTS
1. Belland/Belland	21 3/4	1. Pasloe, P.	8 1/2
2. Knight/Hodgson	23 1/4	2. MacDonald, S.	9 3/4
3. Jung/	24 3/4	3. Boshua, B.	21
4. Karassowitsch/Stanley	25	4. Tobie, P.	21 3/4
5. Allen/Allen	27	5. Gustin, J.	28
6. Kelly/Grigg	31 3/4	7. Matthews, W.	33
7. Marshall/	38	8. Paraseghian, V.	34
8. Burwell/	39	9. Mooneyham, W.	34
9. Carrington/	43	10. Adams, O.	36
10. Blackburn/Blackburn	47	11. Skvarla, H.	36
11. Slavov/	49	12. Montague, M.	42
12. Anderson/McMahan	51	13. Johnson, M.	43
13. Corrie/	54	14. Hoffman, H.	50
14. Lawton/	58	15. Timms, B.	53
15. McGlashan/	69	16. Katz, R.	56
16. Garry/Roy	73	17. Rutledge, H.	56
17. Smith/Gaudet	78	18. Reese, E.	64
18. Wager/Wemp	82	19. Skupniewicz, C.	64
19. Brehm/	83	20. Sloan, H.	67
20. Hepple/Simonson	84	21. Stitt, H.	74
21. Sollosy/Duoric	86	22. Burling, T.	74
22. Machalek/	86	23. Schulthess, J.	76
23. Peto/Burling	88	24. Holloway, D.	83
24. Leubach/	92	25. Montague, E.	95
25. LePage/Kukmans	102		
26. Liddell/	122		

		HOBIE 16B	POINTS
1. Denny/Klinkhammer	7 1/4	1. Arnerich, M.	7 3/4
2. Larson/Julie	17 3/4	2. Ryan, J.	8 3/4
3. Jones/Ruck	23	3. Brown, B.	17
4. Morrison/	28	4. Heberer, P.	17 3/4
5. Taylor	29	5. Quinn, F.	17 3/4
6. Moore/Southgate	29 3/4	6. Clarke, M.	23
7. Sloan/Finney	33 3/4	7. Duoss, D.	25 3/4
8. Anderson/	38	8. Bailey, B.	26
9. Hughes/	40	9. Leonard, A.	28
10. Hern/Marchal	40	10. Baumgarten	33
11. Jones/Cook	43	11. Bennett, M.	35
12. Basford/	44	12. Wistman, M.	38
13. Labatis	44	13. Bowen, W.	44
14. Doute/Doute	53	14. Stewart, M.	46
15. Burns/	56	15. Smith, R.	51
16. McLellan/	56	16. Brucia, J.	61
17. Nicholson/Edwardsen	74		

		HOBIE 16C	POINTS
1. Domingo/Bartolet	13 1/4	1. Miller, C.	6 1/2
2. George/Hornby	15	2. Leal, R.	7 1/2
3. McMaster/	19	3. Houser, A.	12 3/4
4. Edwards/	24	4. Harris, R.	16
5. Sansom/Airdrie	24 3/4	5. McGarvey, P.	19
6. Pahti/	25	6. Robinson, R.	20
7. Hilton/Hilton	36	7. Westertorp, R.	26
8. Setr/Sissos	38	8. Lewallyn, R.	26
9. Parker/	40 3/4	9. Ford, S.	27
10. Tomaszewski/	47	10. Lawaye, B.	30
11. Marson/Richter	48	11. Palasky, S.	40
12. Meadows/	50	12. Lyles, G.	49
13. Owen/	53	13. Middendorff, D.	52
14. Dunn/Dunn	54		
15. Gatin/Johnson	65		
16. Brehm/Brehm	71		

		HOBIE 16N	POINTS
1. Hendry, M.	3	1. Hendry, M.	3
2. Coutches, M.	10	2. Coutches, M.	10
3. Goodwin, G.	12	3. Goodwin, G.	12
4. Schroyer, C.	14	4. Schroyer, C.	14
5. Glaes, T.	21	5. Glaes, T.	21
6. Kock, M.	24	6. Kock, M.	24
7. Panattoni, S.	27	7. Panattoni, S.	27

		HOBIE 14A	POINTS
1. Carney, B.	5 1/2	1. Carney, B.	5 1/2
2. Neachery, R.	7 3/4	2. Neachery, R.	7 3/4

		HOBIE 14B	POINTS
1. Wood/Rector	7 3/4	1. Wood/Rector	7 3/4
2. McKee/Chevy	11 3/4	2. McKee/Chevy	11 3/4
3. Thompson/Thompson	13 1/4	3. Thompson/Thompson	13 1/4
4. Barnett/	14	4. Barnett/	14
5. McCann/Dwining	17	5. McCann/Dwining	17
6. Cozart/Smith	23 3/4	6. Cozart/Smith	23 3/4
7. Linton/Kichler	25	7. Linton/Kichler	25
8. Schlesker/	31	8. Schlesker/	31
9. Mayo/Dittinno	32	9. Mayo/Dittinno	32
10. Cady/Varney	34	10. Cady/Varney	34
11. Dunn/Allen	40	11. Dunn/Allen	40
12. Carlson/	46	12. Carlson/	46
13. Schlig/Draft	48	13. Schlig/Draft	48
14. Hohenhausen/	49	14. Hohenhausen/	49
15. Duffield/Jill	51	15. Duffield/Jill	51
16. Lohmeyer/	52	16. Lohmeyer/	52
17. Camperio	58	17. Camperio	58
18. Cope/Cope	64 1/2	18. Cope/Cope	64 1/2
19. Steven/Vargo	74	19. Steven/Vargo	74
20. Lipka/Breen	75	20. Lipka/Breen	75
21. Corlias/	75	21. Corlias/	75
22. Sassaman	79	22. Sassaman	79
23. Shaw/Hoyt	79	23. Shaw/Hoyt	79
24. DePre/Plant	84	24. DePre/Plant	84
25. Dalton/Brooks	90	25. Dalton/Brooks	90
26. David/David	90	26. David/David	90

		HOBIE 18B	POINTS
1. Obendorf/Venker	4 1/4	1. Obendorf/Venker	4 1/4
2. Aydelotte/	12 1/4	2. Aydelotte/	12 1/4
3. Clacher	14	3. Clacher	14
4. Brew/LaPrade	16	4. Brew/LaPrade	16
5. Larkin/Lalosa	22	5. Larkin/Lalosa	22
6. Brown/Hall	26	6. Brown/Hall	26
7. Harles/Cole	30	7. Harles/Cole	30
8. Oates/Paul	31	8. Oates/Paul	31
9. Mullen/Mullen	35	9. Mullen/Mullen	35
10. Hutchinson/	37	10. Hutchinson/	37
11. Cannon	38	11. Cannon	38
12. Dew/Mackenzie	38	12. Dew/Mackenzie	38
13. Furlong/	40	13. Furlong/	40
14. Zimmerman	40	14. Zimmerman	40

		HOBIE 18M	POINTS
1. Bodie/Michaels	5 1/4	1. Bodie/Michaels	5 1/4
2. Watters/Watters	6 1/4	2. Watters/Watters	6 1/4
3. Hamlet Jr./	12	3. Hamlet Jr./	12
4. Campbell/	18	4. Campbell/	18
5. Salmons	18	5. Salmons	18
6. Simmons/Roberts	18	6. Simmons/Roberts	18

		HOBIE 16A	POINTS
1. Tucker/Manrodt	5 1/4	1. Tucker/Manrodt	5 1/4
2. Sloan/Brown	10 3/4	2. Sloan/Brown	10 3/4
3. Smith/Lambert	11	3. Smith/Lambert	11
4. O'Brien/O'Brien	11	4. O'Brien/O'Brien	11
5. Franzen/Scott	19 3/4	5. Franzen/Scott	19 3/4
6. Walter/Walter	31	6. Walter/Walter	31
7. Conaty/Freund	31	7. Conaty/Freund	31
8. Sanchez/Dean	36	8. Sanchez/Dean	36
9. Sammons/Sammons	36	9. Sammons/Sammons	36
10. Ashton/Ashton	36	10. Ashton/Ashton	36
11. Gallager/	40	11. Gallager/	40
12. Castelan/	40	12. Castelan/	40
13. Miller/Miller	41	13. Miller/Miller	41
14. Renelt/Melvin	50	14. Renelt/Melvin	50
15. Dickinson/	51	15. Dickinson/	51
16. Kramers	51	16. Kramers	51
17. Brooks/Heenecke	53	17. Brooks/Heenecke	53
18. Caldwell/	57	18. Caldwell/	57
19. Nickerson/	58	19. Nickerson/	58
20. Keyser	58	20. Keyser	58
21. Percy/Robinson	68	21. Percy/Robinson	68
22. Beretolo/Kenny	71	22. Beretolo/Kenny	71
23. Bowerfind/	77	23. Bowerfind/	77
24. Schulan/Diane	78	24. Schulan/Diane	78
25. Perkins/Perkins	90	25. Perkins/Perkins	90
26. Heil/Johnson	90	26. Heil/Johnson	90
27. McClure/McClure	92	27. McClure/McClure	92
28. Haley/Stamper	94	28. Haley/Stamper	94
29. Monier/Ton	98	29. Monier/Ton	98
30. Ridgely/Bailey	99	30. Ridgely/Bailey	99
31. Drake/Drake	107	31. Drake/Drake	107
32. Healy/	108	32. Healy/	108
33. Karntchnig	108	33. Karntchnig	108
34. Ethridge/Bishop	114	34. Ethridge/Bishop	114

		HOBIE 16B	POINTS
1. Schulan/Lusk	6 3/4	1. Schulan/Lusk	6 3/4
2. Starkey/	12 3/4	2. Starkey/	12 3/4
3. Wiltshire	12 3/4	3. Wiltshire	12 3/4
4. Taucher/Taucher	14 3/4	4. Taucher/Taucher	14 3/4
5. Boone/Boone	18	5. Boone/Boone	18
6. Korakis/	20	6. Korakis/	20
7. Macdonald	20	7. Macdonald	20
8. Placmarini/	27	8. Placmarini/	27
9. Griffon/	29	9. Griffon/	29
10. Bucina/Haynes	37	10. Bucina/Haynes	37
11. Paradis/Gelfert	39 3/4	11. Paradis/Gelfert	39 3/4
12. Ridenour/Mary	41	12. Ridenour/Mary	41
13. Lengyel/	42	13. Lengyel/	42
14. Tombaeros	42	14. Tombaeros	42
15. Amico/Lindgren	43	15. Amico/Lindgren	43
16. Broomberg/	46	16. Broomberg/	46
17. Sylvester	46	17. Sylvester	46
18. Clark/Reynolds	51	18. Clark/Reynolds	51
19. McDonald/Geiger	57	19. McDonald/Geiger	57
20. Rapp/Niles	58	20. Rapp/Niles	58
21. McCandless/	68 3/4	21. McCandless/	68 3/4
22. Eysmann	69	22. Eysmann	69
23. Beal/Beal	69	23. Beal/Beal	69
24. Halpin/Davidson	72	24. Halpin/Davidson	72
25. Collins/Gilliam	74	25. Collins/Gilliam	74
26. Banache/Cos	74	26. Banache/Cos	74
27. MacMillan/	75	27. MacMillan/	75
28. Zeagler	75	28. Zeagler	75

		HOBIE 16B	POINTS
1. Warringer/	4 1/4	1. Warringer/	4 1/4
2. Barnes	4 1/4	2. Barnes	4 1/4
3. Denner/	11 3/4	3. Denner/	11 3/4
4. Gallagher	11 3/4	4. Gallagher	11 3/4
5. Bennett/Bennett	12	5. Bennett/Bennett	12
6. O'Carroll	15 3/4	6. O'Carroll	15 3/4

		HOBIE 16B	POINTS
1. Warringer/	4 1/4	1. Warringer/	4 1/4
2. Barnes	4 1/4	2. Barnes	4 1/4
3. Denner/	11 3/4	3. Denner/	11 3/4
4. Gallagher	11 3/4	4. Gallagher	11 3/4
5. Bennett/Bennett	12	5. Bennett/Bennett	12
6. O'Carroll	15 3/4	6. O'Carroll	15 3/4

		HOBIE 16B	POINTS
1. Warringer/	4 1/4	1. Warringer/	4 1/4
2. Barnes	4 1/4	2. Barnes	4 1/4
3. Denner/	11 3/4	3. Denner/	11 3/4
4. Gallagher	11 3/4	4. Gallagher	11 3/4
5. Bennett/Bennett	12	5. Bennett/Bennett	12
6. O'Carroll	15 3/4	6. O'Carroll	15 3/4

		HOBIE 16B	POINTS
1. O'Brien, Kelly	3/4	1. O'Brien, Kelly	3/4
2. Holmes, Sheila	2 8	2. Holmes, Sheila	2 8
3. Wanser, Caroline	3 7	3. Wanser, Caroline	3 7
4. Renfro, Julie	5 13	4. Renfro, Julie	5 13
5. Dunn, Karen	6 4	5. Dunn, Karen	6 4
6. Sloan, Patty	6 2	6. Sloan, Patty	6 2
7. Taylor, Carrie	15 3	7. Taylor, Carrie	15 3
8. Scarduzio, Nancy	10 4	8. Scarduzio, Nancy	10 4
9. Stone, Lynn	10 8	9. Stone, Lynn	10 8
10. DeSmyter, Sid	12 9	10. DeSmyter, Sid	12 9
11. Fuller, Judy	13 11	11. Fuller, Judy	13 11
12. Tully, Anne, Jean	11 12	12. Tully, Anne, Jean	11 12
13. Gustin, Janice	5 4	13. Gustin, Janice	5 4
14. Scott, Melissa	5 16	14. Scott, Melissa	5 16
15. Treble, Lori	17 9	15. Treble, Lori	17 9
16. Kullough, Judy	16 18	16. Kullough, Judy	16 18
17. Lauro, Debbie	14 17	17. Lauro, Debbie	14 17
18. Smith, Michele	13 15	18. Smith, Michele	13 15
19. Bidwell, Cherry	18 3	19. Bidwell, Cherry	18 3
20. Kroupa, Janet	14 16	20. Kroupa, Janet	14 16
21. Tiley, Cindy	12 7	21. Tiley, Cindy	12 7
22. Aoro, Jan	18 17	22. Aoro, Jan	18 17
23. Schaller, Marlene	14 14	23. Schaller, Marlene	14 14
24. Huath, Margaret	16 19	24. Huath, Margaret	16 19
25. Wall, Pam	20 15	25. Wall, Pam	20 15
26. La Rocque, Peggy	21 14	26. La Rocque, Peggy	21 14

		HOBIE 16B	POINTS
1. O'Brien, Kelly	3/4	1. O'Brien, Kelly	3/4
2. Holmes, Sheila	2 8	2. Holmes, Sheila	2 8
3. Wanser, Caroline	3 7	3. Wanser, Caroline	3 7
4. Renfro, Julie	5 13	4. Renfro, Julie	5 13
5. Dunn, Karen	6 4	5. Dunn, Karen	6 4
6. Sloan, Patty	6 2	6. Sloan, Patty	6 2
7. Taylor, Carrie	15 3	7. Taylor, Carrie	15 3
8. Scarduzio, Nancy	10 4	8. Scarduzio, Nancy	10 4
9. Stone, Lynn	10 8	9. Stone, Lynn	10 8
10. DeSmyter, Sid	12 9	10. DeSmyter, Sid	12 9
11. Fuller, Judy	13 11	11. Fuller, Judy	13 11
12. Tully, Anne, Jean	11 12	12. Tully, Anne, Jean	11 12
13. Gustin, Janice	5 4	13. Gustin, Janice	5 4
14. Scott, Melissa	5 16	14. Scott, Melissa	5 16
15. Treble, Lori	17 9	15. Treble, Lori	17 9
16. Kullough, Judy	16 18	16. Kullough, Judy	16 18
17. Lauro, Debbie	14 17	17. Lauro, Debbie	14 17
18. Smith, Michele	13 15	18. Smith, Michele	13 15
19. Bidwell, Cherry	18 3	19. Bidwell, Cherry	18 3
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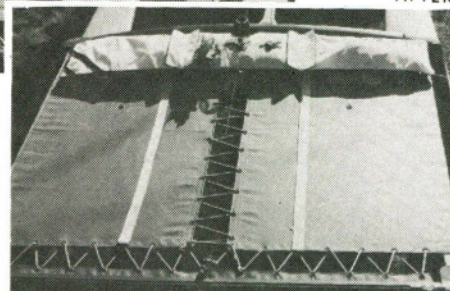
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# TRIUMPH IN TRA

**Editor's Note: Before the Absolut Cup events in Traverse City, Michigan, we asked two top Hobie sailors, Kelly O'Brien and Dorian Goldberg, to give a racer's eye view of the racing. As luck would have it, both women sailed on the winning teams in the women's championship and the open championship respectively. Here then, is a special look at the Absolut Cup from two winners who had front row seats.**

## O'BRIEN DOMINATES WOMEN'S CHAMPIONSHIP

BY KELLY O'BRIEN

It was September 3, 1985, Traverse City Michigan. Absolut Vodka was hosting the Absolut Cup for the Hobie 16 Women's Championship. The scenery was beautiful, especially the site of 48 new Hobie 16s sitting on the green grass of the park next to the Holiday Inn. That's where we would begin sailing. Excitement was in the air as the women started to arrive and old friends met once again to race against each other for this prestigious sailing title.

There were 28 teams registered which meant that 56 of the best women Hobie sailors from around the country and abroad were attending. Included in that number was South African Caroline Winter and her crew back to defend the women's title she had won two years in a row. It was a pleasure seeing people turn out to sup-

port women's sailing.

The September 4 skipper's meeting featured a small surprise which consisted of a practice race and then a round robin series. But why? Well, it seems someone was late and unable to make the Wednesday races. World Hobie Class Director Sandy Banks, being kind hearted, decided to give that team a fair chance of winning. I don't think anyone minded until they had to sit out one race which makes you feel kind of anxious just sitting there watching someone else winning. It's hard to think that, had you been out there, you might have won.

The practice race started off with light air and an individual recall with three boats over early. The race was very close with Caroline Winter winning and Sheila Holmes a close second. The question in many minds was, Is Caroline going to walk away with the cup again? That race sure made her look like she could.

After a couple of delays, the first race got started at about 4:00 p.m. with groups A, B and C on the water. The wind blowing around six to nine knots, sunshine and aqua water set the scene for exploding energy. The first start was all clear with the boats moving well off the line sailing a Course 3. I was first around A mark with Caroline Winter and Sheila Holmes close behind. It turned out to be a gruesome battle for the win but I was able to hold on. Sheila finished second and Caroline third. This was going to be a tough competition.

Wednesday ended with only one race off and the welcoming party to come. At the party, everyone had a chance to talk about this year's divisional accomplishments and past women's championship events. Of course, the enjoyment of the party was enhanced by the fact that the food was fabulous. It was a great ending to a good day.

All we could say for Thursday was that the boats were tuned to their finest because that's as far as we got; rigging, checking, rechecking, tilting, tightening and in general really getting to know those boats. The rain, fog and insufficient wind made the day worthless for sailing. High hopes, hot dogs, soda and beer, along with Rocco Sacci representing Absolut and Beach Captain Tony Lewis (our heroes), made the best of the poor weather day. Absolutly.

The next day rose and it looked as though Sacci and Lewis would have to keep us entertained again. But a few prayers and lots of anxiety chased the rain

and fog away. The wind lifted and the day turned out to be great for sailing.

In race 2, groups B, C and D were on the water with light but building wind and a clear start. Another Course 3 was set and would remain in place for the rest of the day. My team managed to find a wind shift and the resulting velocity carried us around A mark with a clear lead. The early lead stayed with us and we had taken another bullet.

Groups A, B and D ventured out to the course for race 3 with winds climbing to 12-14 knots. The start was all clear again with the girls double trapping and really trucking. Caroline Winter dominated the race with a lead, speed and style that looked very impressive. But much of the action occurred behind Caroline where a very tight race was developing for places two through five.

Someone's crew (I won't mention who) went for a long swim on a windward leg as her skipper had a hard time turning the boat around due to all the others directly behind her. Then there were many skippers and crews who took a dip in a lull or two approaching A mark. It was a spectator's thrill and a photographer's field day. Winter ended up winning the race.

The women once again impressed Banks with another clear start in race 4 with winds close to 17 knots complete with slight shifts and a few major lulls. Team O'Brien dominated this race with tremendous speed and good teamwork. The lead was large enough to make people on the beach wonder who they were racing against.

The fourth and final race of the day was all set to be one of the most exciting of the event, with winds still blowing in the 17 knot range and all 28 teams on the water. The start featured an individual recall thanks to my being over early. Julie Renfro and crew Cindy Deans took the lead but had to fight to maintain it. Back in the pack, Team O'Brien pushed the boat to its limits to reach the front of the pack after being in fifteenth place at A mark. By C mark we were in fourth place, back in the race and pushing the leaders for a top spot. The finish was almost a photo, but Renfro had held on to beat us by inches.

The day had been a good one for my sister and myself. We were clearly ahead with three firsts and one second. Caroline Winter held second place with 10.75 points and Sheila Holmes was in third with 12 points.

"Everyone's racing is extremely com-



# VERSE CITY



Michelle Krcellic Banks

petitive," said Winter summing up the feelings of most of the women at this year's Absolut Cup. "They're faster than the last two years and they are more skilled and aggressive than before."

Friday night the awards banquet was held, but without the awards since racing was to continue onto Saturday. Once again, the food was fabulous, an excellent way to end a tough sailing day that consisted of four windy races.

Well, Saturday came and forgot to bring the wind. At about 2:00 p.m. however, a light breeze filled in with some of the women paddling off the beach. If they only knew what was in store for them! The sixth and final race had an all clear start with winds building and a fog bank approaching. But, before they had reached A mark, the wind picked up quickly to about 15

knots and between A and C mark, the fog rolled in thick layers. Then the wind increased again to about 22 knots. Team O'Brien, double trapping and hanging on, appeared out of the fog to round C mark with a clear lead. But how could anybody find marks in a fog so thick you could barely see 20 feet in front of you? Many boats hit the beach without finishing, a few went swimming and a few stayed in to finish the race. We finished first with Holmes in second and Winter in third. Renfro was fourth. That was a pretty hairy race.

Editor's Note: Kelly and K.K. O'Brien of Fort Walton Beach, Florida won the Absolut Cup in style with a perfect score of four firsts, throwing out a second place finish. Holmes and crew finished second with 13 points. Winter took third with 13.75.



Alan Egusa



**Editor's Note: The following is dedicated to Bill Snyder 1947-1985: A true Hobie sportsman.**

# FIGUEROA WINS A CLOSE ONE

BY DORIAN GOLDBERG

The Absolut Cup racing series turned its attention away from the women's championship held the week earlier to the Hobie 16 U.S. National Championship which began in Traverse City on September 8. Strong weather including rain and winds caused delays of aircraft and forced the race committee to hold registration on Sunday morning where each team received T-shirts, posters, binoculars, meal tickets and hats, all thanks to Absolut.

Twenty teams were vying for a slot in the championship series which was to begin on Tuesday. Contrary to previous championships, skippers attempting to qualify were allowed to use the same boat throughout both days in order to allow more time for races and less for boat changes. This proved handy since four races were scheduled for both days. The white flag was to be raised on the course at 2:00 p.m.

At 1:30, an anxious Dan Delave of Long Beach, California thought he could sneak off the beach past the watchful eye of Tony Lewis (T.L.) for an early start. Boy was he wrong. Races were postponed at 2:00 p.m. for lack of wind. At 3:35 they were postponed again until 4:00. Wind came, but in small patches from the northwest. Lunch was served while we waited.

At 4:34, they finally called the boats off the beach for a Course 1 (twice around SACACF). Daniel Warner of Waterford, Michigan was leading the pack followed by Paul Garner of Scarborough, Ontario. On the last leg, Garner was able to take the lead and finish in first with Warner second and Doug Grant of Evanston, Illinois third.

On Sunday evening, familiar faces began to pop into the Holiday Inn. People like Ricky and Carol Eddington with little Wess, Tom Materna, Alan Egusa, my skipper, Enrique Figueroa, Wally Myers, Dave Sloan and others moved into their digs at the hotel.

Monday's qualifying races began at



Michelle Krcelic Banks

lunch time with an onshore breeze, but still light and cool. Paul Garner captured another first place win, this time over Jeff Riedle of White Bear Lake, Minnesota. Jack Trautman of Fort Collins, Colorado placed third.

The wind picked up to 15 knots for the third race in the series only to drop again as the boats approached A mark. A Course 3 was being run (SACABCF) and local sailor Roy Nichols of Traverse City proved he could hold a lead in his home waters by taking first. Martyn Wills of Granger, Illinois placed second and Garner took third.

At 4:20, race four was started amid a cooling trend which saw the temperature drop from 70 to 65 degrees. The wind was cool and shifting all over the place. Garner, having already taken a first and a qualifying spot, sat the race out. Doug Grant took the victory with Daniel Warner in second and Jack Trautman in third.

The Absolut welcome party began that evening with nervous sailors hoping they had made it into the championship series. The top 14 qualifiers were announced as well as the six alternates. Then the party began in earnest in the big red and orange tent stationed in the the Holiday Inn park-



ing lot. A variety of meats and vegetables were served. Long-time Hobie sailor Mike Shearer took the opportunity to announce his engagement to the attractive Lisa Sorensen of Salt Lake City, Utah. They plan to be married at Thanksgiving time.

On Tuesday, the top Hobie 16 sailors in the nation set sail in the championship series with three races scheduled for the day. Temperatures had dropped to the 65 degree range and the lake had a slight chop with light, shifty winds out of the northeast. The always eager 16 sailors forced a general recall at the start, after which Jeff Alter lead the field followed closely by Enrique "Rockin' Rican" Figueroa.

Everybody looked liked Humpty Dumpty on the boats with wet suits covered by foul weather gear, sweaters, booties, wool hats and anything else warm one could think of. A Course 1 was called for the second race and, of course, there was another general recall. Carlton Tucker, who had better wind than we did, was just trucking all the way followed back there somewhere by Hobie Alter Jr. Alan Egusa was sailing in third.

While we were on the beach for the boat change in preparation for the third race, the wind was blowing at 25 with gusts reaching 30 knots. Somewhere near boat number 44, you could hear a certain Puerto Rican yelling and jumping with joy saying "Hey, this is just like home." It seemed that way to me too, except the water was colder and the temperature was 65 degrees. Our team must have thought it was like home as we pulled down a first with Dave Sloan taking second and Hobie Alter Jr. in third.

The wind pattern for most of the week was light and shifty in the mornings with the temperature at 55 degrees. During lunch hour it would rise to 60 and the wind tended to pick up in the mid afternoon. Water temperature was at 65 degrees. But the cold wasn't minded too much because if the sun came out too early, it would drain the wind away.

Race 4 was scheduled for 11:00 a.m. Wednesday. Scott MacDonald of Modesto, California notched a bullet with Carlton Tucker of Fort Walton Beach, Florida following in second place.

Races 5 and 6 were sailed on a Course 3. Mike Shearer celebrated his engagement with a win in the fifth race by shaking off Figueroa. Gregory Smith of Kalamazoo, Michigan out lasted Jeff Alter in the sixth race to take first. After six races then, the top five in the standings, without a throwout, looked like this:

1. Enrique Figueroa 4.75
2. Carlton Tucker 6.75
3. Hobie Alter Jr. 8
4. Jeff Alter 9.75
5. Ricky Eddington 16

Carlton Tucker advanced on Figueroa by taking a first in the seventh race. He

managed to overcome the light and shifty winds to take the lead and hold it despite the efforts of Frank Heath and Cindy Deans who placed second and Don Balthauser and Karen Horton who finished third.

In the eighth race, the scene was set for another Jeff Alter vs. Figueroa duel. The sailors who were further back in the pack were busy worrying if this race was going to be their last since it was the final day before the cut. The funny thing about this race was that the top skippers seemed to have two left hulls. Tom Materna capsized, we had to restart, but as we dip started Banks kept yelling "You're not clear," so we had to round the committee boat and then start. We were DFL (The one minute recall was in effect.). Jeff thought he had seen the last of us, but we got a nice lift to A mark which we missed making in one tack by about fifty yards. We rounded A in tenth place and slowly but surely started gaining boats on the downwind leg. Bob Seaman had to restart with us also, but it paid off for him too giving him a third place finish over Tom Materna. We finished second to Jeff Alter's first.

Two all-girl teams were racing in the Absolut Cup. After eight races, the team of Shiela Holmes and Cindy Fritzenmeir of Texas were in 55th place and Julie Renfro with Judy Proveyeur were in 69th place. After eight races, the top places were held by the same five people. In fact, the only change was a switch between the Alter brothers with Jeff taking over third place from Hobie. When throwouts were added the closeness of the racing became obvious. The total point span between the top three places was from one half to one and a quarter.

The Alters continued their family feud in the ninth race with Hobie taking a come-from-behind victory over his younger brother who finished second. Later, Figueroa copped another first followed by Shearer and Mike Montague of Santa Rosa, California. Team Puerto Rico so dominated the race that we finished two minutes ahead of the second boat.

The finalist party was held after race 10 where the top 48 teams to continue racing were announced. This is the first time in history, at least as far as I can remember, that ten races were held during the championship series of a nationals. Banks deserved congratulations. The top five at the cut remained almost unchanged, with the exceptions being Don Balthauser's emergence into fifth place, replacing Ricky Eddington, and Jeff Alter's move from third to second, pushing Tucker to third. In fact, top spot was really a tie, with the team of Figueroa and Goldberg nosing out Alter by virtue of a lower throwout. This was going to be a close championship. Hannah Pot-eat, a 13-year-old from Raleigh, North Carolina gained some notoriety at the finalist party because she was the youngest

Michele Krcelic Banks



sailor to make the cut. She was crewing for Hobie Alter Jr.

Of course there was more to the Absolut Cup in Traverse City than the races. After the finalist party, for example, we all headed for "Shimers" disco and bar at the Holiday Inn for a little dancing and consumption of fun liquids. After the races during the day, most of us would run to the hot tub or sauna at the hotel to defrost ourselves from the chilly water and wind. Others, like myself, would turn to the game room to play the pinball machine, billiards, pole position or just watch people soak in the hot tub. Every afternoon, Rocco Sacchi of Absolut had an artist drawing caricatures of us.

It looked like some of those outside activities would have to replace racing on Friday. Sailing did not get started until 3:30 p.m. due to lack of wind power. Winds were still doing their fluky and light number, so volleyball teams were organized and a few sets played after the 11:00 a.m. postponement flag went up. Team Hawaii, Florida and myself were playing a few games of Liar's Dice. Mrs. Myers turned out to be tough to beat. When the racing finally did get started, there was only time for two races and the Alters traded victories.

We consoled ourselves about the lack of wind that day by going to the Alter cabana for the traditional taco party, made expertly by Sue Brenny and the Alters, and the after dinner cordials which consisted of four cases of beer for 20 Hobie sailors. The beer loosened things up and when it had started to disappear, some of us went for a dip in the hot tub, scattering personal belongings near a tree. Pictures were taken. It was a night to remember.

Saturday dawned with the temperature at 60 degrees and the lake looking like a big glass of chilled water. Fortunately, the sun was out and warming us, so we could





Michele Krcelic Banks

take off our wetsuits for the first time. The start was postponed once again, but Rocco rescheduled a raffle he had been running during the week for this time, so we had something to turn our attention away from the racing. Hobie towels, Coleman coolers and T-shirts were given away.

The final race was approaching and we were all getting nervous. It had come down to the last race to see who would win the Absolut Cup and be the Hobie 16 U.S. National Champion. We were finally called off the beach at 1:00 p.m. and it took us 15 minutes to sail out to the committee boat. A Course 1 twice around was posted. After the marks were shuffled and we waited about one half hour, the boats started to gather together to form a little line, side by side. Crews jumped from boat to boat to talk to each other. Thirty minutes later, Banks finally gave up on the little wind that had shown up and sent us all back into the beach. T.L. heard our calls from half a mile away, our voices carried so far in the light wind. Our little chain of boats tried to make it back via paddle power, but we couldn't get too far because we broke up. The only thing to do was for Enrique and I to challenge John Myhre and Patti Paul of Team Hawaii to a paddling race back to shore for a beer. Enrique and I looked as though we had a motor in our boat, we

were going so fast. Nobody could catch us. "Look Enrique," said Materna, "first place is you against Jeff, why don't you two go out and have a match race and we will all stay on shore and watch you float out there." With nothing else to do, we went back to our volleyball, Liar's Dice and kiddie weiners.

At 4:40 we were all called off again for the final race of the event. After a clear start, (Who ever heard of a clear start at the last race of a national championship?), most of us top sailors were in somewhat of a tight spot. Except, that is, for Mike Shearer who was leading throughout the entire course followed by Hobie Jr. Alan Egusa, Jeff Alter, Tucker and my team were nowhere to be found in the top five.

After A mark, it was Hobie in first followed by Shearer. As Enrique and I approached A on port, some of the boats that had rounded the mark encouraged us by yelling "What are you doing so far behind?" and "Don't worry, the race isn't over yet." "Go Enrique!" someone shouted. We rounded in 43rd place.

But, we managed to pick up ten boats on our way down to C, passed a few more on our way back to A and, although Shearer and Hobie Jr. were still ahead, we were now in about 35th place. We didn't feel so bad because Jeff Alter was about ten boats ahead of us and dropping back.


As we were approaching C mark, we started figuring our scores. Jeff Alter needed to place in the top six to win. At C mark, just our luck, the first ten boats got a header and Jeff, being in the second group of boats, was being lifted to the finish. Hobie Jr. tacked too early and was buried in a hole for ten minutes at C.

As we approached C, ten boats had already finished and it was over for Jeff who had finished 15th Hobie finished 16th and Ted Jagger, of White Bear Lake, won that final race with Tucker and Materna following. As we finally approached the finish line, Banks chided us. "Coming in 29th place for a throwout is no way for a two-time Hobie 16 National Champion to end his series." We both jumped for joy to hear such news. It was time to head back to the beach and defrost.

Awards were given in the same big tent in the parking lot of the hotel and, once again, a very good meal was served. The mayor of Traverse City was present to distribute the trophies. He mentioned that until that time, he had always thought Hobie Cats were a new species of feline. The champion got a standing ovation and, of course, the winner's dunk in the lake. (I want to thank those who were on the committee who spared me.) The top 24 spots were awarded beautiful wooden plaques with a carved acrylic Hobie Cat. First place winners received a cut glass bowl. Jeff Alter and crew Sue Brenny had finished second, Tucker and Karen McCarthy finished third, Hobie Jr. and Hannah Poteat finished fourth and Ricky and Carol Eddington regained fifth place.

I would like to thank Rocco and Will Thoretz from Absolut Vodka, the Holiday Inn of Traverse City, the World Class Association and Sandy Banks, Michele Krcelic and T.L. I also thank the teams from Hawaii, Florida and California for the support they gave me during the nationals and, most of all, my skipper Enrique "Evinrude" Figueroa.

Special thanks were also given to Marga, Dennis and Paul of Sail North; Dave on the committee boat; Pat, Brian, Gary and Bruce on the chase boats; The lunch crew and beach committee especially Hannah and Bob Poteat, Morgan, Jennifer, Micheal, Matthew, Jason and Jerry and Ray Pensone. Mayor Philip Orth received everyone's gratitude for showing the hospitality of Traverse City.

There was a lot riding on this event since the top ten teams will represent the U.S. at the Hobie 16 World Championship in Fiji in August of 1986. I hope to see all of you there and at the Absolut Cup in my native Puerto Rico where the Hobie 14 World Championship will be decided November 24 through 30, 1985. I'll try to arrange sun, 20 knot trade winds and plenty of fun. 



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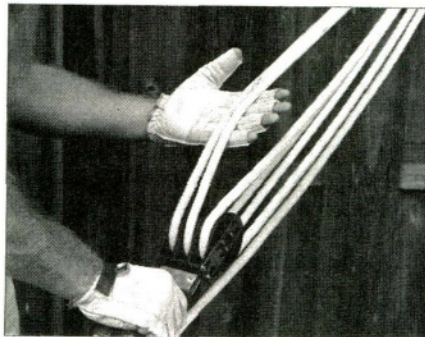
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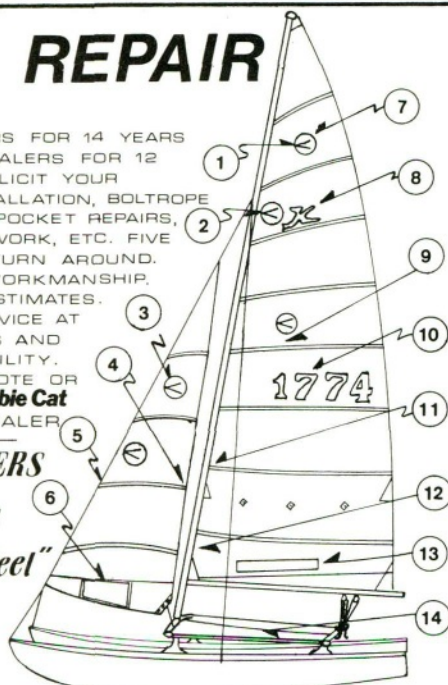
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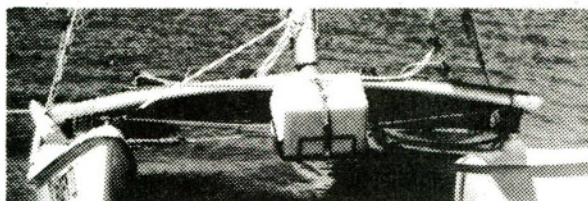
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# PERFECT COMPANIONS!



KOOL-RAK designed to hold the popular PLAYMATE and LITTLE PLAYMATE beverage coolers by IGLOO.

- Fits Hobie 16 & 18
- Mounts low on center line
- Easy to use push button lock with swing down top
- Black vinyl coated for corrosion protection

- All stainless steel mounting hardware
- Rubber insulators, no metal to metal contact
- Easy on and off



Your IGLOO cooler is rugged high impact plastic. A tough hide that won't chip, rust or corrode. 3 year guarantee.

KOOL-RAK complete with (circle one) red blue yellow	
PLAYMATE cooler (holds 18 cans) .....	<input type="checkbox"/> \$50.95
KOOL-RAK only .....	<input type="checkbox"/> \$31.95
LITTLE KOOL-RAK complete with (circle one) red blue yellow	
LITTLE PLAYMATE cooler (holds 9 cans) .....	<input type="checkbox"/> \$41.95
LITTLE KOOL-RAK only .....	<input type="checkbox"/> \$29.95

Add \$1.50 postage (outside Mainland USA add \$3.00). California residents add 6 1/2% sales tax. We accept check or money orders, MasterCard and VISA.

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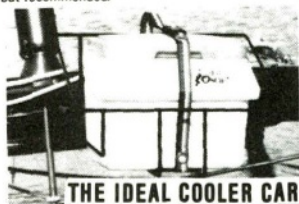


The portable

**HOBIE**® **MAST-CADDIE**®

**TAKE THE GUESSWORK OUT OF TRANSPORTING YOUR MAST**

is the ideal way to transport your mast and boom. Stern and/or bow interlocking carriers clamp on securely and remove easily. Fits all Hobies. Made of polypro, brass or stainless. Safety tie not included but recommended.



**THE IDEAL COOLER CARRIER**

The **AQUA-CADDIE** is designed to hold most Oscar and other coolers. Mounts on the bow cross member with interlocking jaws. Adaptable to 14 & 16 Hobies. Cooler not included.

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Account number \_\_\_\_\_  
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☐ Please send more information U.S. Patent Pending \*Reg. U.S. Pat. Off.

- ☐ C.O.D. (U.S. only)
- ☐ Check enclosed
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- ☐ Visa (BankAmericard)

**Mast Caddie:**

- ☐ Stern Only \$44.95
- ☐ Bow only \$34.95
- ☐ Both Bow & Stern \$69.90
- ☐ Aqua-Caddie \$37.95

**Check Type of Cat:**

- ☐ Hobie 18
- ☐ Hobie 16
- ☐ Hobie 14
- ☐ Other Cat \_\_\_\_\_
- ☐ Magnum

**SAFELY SOLO WITH CAT RIGHTER™**



Now there is a righting system designed for use on any make of catamaran up to 18 feet that allows every person weighing as little as 100 pounds to **Safely Go It Alone!**

The features that **CAT RIGHTER™** offers you are: (Patent Pending)

- No more frustrating moments spent waiting for help
- No boat modifications required (Protects Warranty)
- Rights catamaran quickly from knocked down or turtled positions
- Lightweight, no irritating rope burns, easy to install and stow
- No additional righting systems required, color coordinated to match your boat

**CAT RIGHTER™** comes fully assembled with the following items:

- Schaefer fiddle block with v-jam and becket
- Schaefer fiddle block with swivel
- Perko Snaphook with swivel; sufficient line (50') for boat attachments and (4:1) pulley ratio
- Cordura bag with velcro closure and quick release
- 1 full year warranty

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**COLORS:** ☐ Red ☐ Yellow ☐ Blue  
14' ☐ \$94.50 16' ☐ \$104.50 18' ☐ \$116.90

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Sandia Park, New Mexico 87047  
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SEND FOR FREE BROCHURE!



# Hot Products

## New Mast Carrier from Capstone

Capstone has introduced a new product it calls "California Mastgrabber," a device used for carrying the mast while trailering the boat. The mastgrabber attaches to the traveller track on the rear crossbar of Hobie 14s and 16s in place of the mainsheet block. According to Capstone, the mastgrabber has no moving parts and will not place any strain on the traveller track. Since it is made of polypropylene plastic, it will float and, says Capstone, is very durable. It will not scratch the mast. For more information, write Capstone at P.O. Box 1212, Hollister, CA 95024.

## Tex Cat Introduces Harness Line

Tex Cat, a new company located in Houston, Texas, has announced the introduction of its line of custom trapeze harnesses which use three different concepts: light padded crocheted, heavy padded crocheted, and heavy padded crochless. All three come in either half or full harness configurations.



The heavy padded models are four inches higher in the back sections for more support. They also come equipped with quick release buckles. Harnesses are available in 1985 and 1986 Hobie sail colors with four or five stripes on each harness. Tex Cat states that the harnesses are available in a total of 14 different colors and 12 applique designs. Sizes range from small to extra large.

The harnesses are constructed of Dacron sailcloth with closed foam padding and polypropylene straps. For more information, contact Herman Kennedy, Tex Cat, P.O. Box 24141, Houston, Texas, 77229 or call toll free 1-800-826-8270. In Texas, call 713-455-6194.



# HOBIE HOT TIPS

## Canadian Hobie Sailing From October to April

According to the Ontario Hobie Class Association newsletter, it is possible to make that short Canadian sailing season extend beyond the normal boundaries of May through August. All it takes is a little imagination. What follows are patented steps guaranteed to keep the summer Hobie spirit alive and bring sailing memories rushing back to mind.

1. Stand in a cold shower for one hour and then tear up three twenty dollar bills. This will give you the feeling of being at a points regatta.
2. Wear an 18-hour girdle for 24 hours. It gives the same feeling of having trapezed all weekend.
3. Stand in front of a full blender of ice, leave the lid off, and switch the light on and off. This will give you the feeling of sailing in a thunderstorm.
4. Put on your wetsuit, hat, gloves and boots and then visit a suntan parlor.
5. Load all your sailing and camping equipment into the trunk of your car, drive about 100 miles to a lake, look at the weather, drive back home and unload the car. You have just been to a washed out regatta.
6. Fill your Coleman cooler with all the food you would need for a weekend's regatta and then head for the nearest restaurant for a meal.
7. Spend fifty dollars on a new hair-do and drive home in a rainstorm with your head out of the car window.
8. Invite all your friends to your house for an evening, spend the first two hours shouting and cursing at them and then buy them a beer.
9. Husbands should sit home and watch their wives move all the furniture in the house - from time to time telling her she is doing it wrong. This will simulate rigging the boat.
10. To keep the mood during the week, remember to leave all your sailing gear lying all over the living room floor (also the hall, kitchen and bedroom). Be sure to leave your booties in the bathtub.

# DANGER



Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!



PATENT PENDING

## EZ STEP™

### STEP YOUR MAST WITH EASE & SAFETY

Raise and lower mast single handedly - Attaches quickly without tools - Stabilizes mast completely - No modification to boat - uses winch on trailer or block and tackle off trailer (optional at extra charge) - Adjusts to fit any Catamaran - Rust proof aluminum and stainless steel.

See your dealer  
or order direct.

\$95.50 F.O.B. Factory  
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**BASS** Products

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## SHOW YOUR COLORS

YOUR OWN HOBIECAT™, EXPERTLY APPLIED ONLY  
ON TOP QUALITY SWEATSHIRTS

- Customized To Your Specifications
- 50% Cotton / 50% Polyester Shirts
- An Ideal Gift
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PERSONAL SAILWEAR

**VANE GLORY**

FOR

**HOBIE**  
14-16-18

**\$14.95**

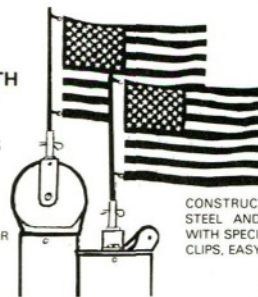
COMPLETE WITH  
12x18 FLAG &  
HARDWARE &  
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**\$9.95**

FOR BRACKET AND  
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PLUS 4% SALES TAX FOR  
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"IF VANE GLORY ISN'T FLYING -  
IT ISN'T WORTH SAILING"

SERVES AS A  
WIND VANE AND  
ALSO GIVES YOU  
DISTINCTION

EXCELLENT GIFT

YOUR CHOICE OF A FLAG -  
AMERICAN, ENSIGN, JOLLY  
ROGERS, CONFEDERATE,  
PLAIN COLORS - WHITE, RED,  
BLUE, GOLD.

WHEN ORDERING, SPECIFY  
BOAT NAME & SIZE  
14-16-18 AND FLAG

CONSTRUCTED OF STAINLESS  
STEEL AND FIBREGLASS STAFF  
WITH SPECIAL NON TANGLE FLAG  
CLIPS, EASY TO INSTALL.

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# Tex-Cat INDUSTRIES

## CUSTOM TRAPEZE HARNESS

### NOW IT'S FINALLY HERE

YOUR CHOICE OF THREE DIFFERENT CUSTOM HARNESS CONCEPTS AT ONE SHOP. CROTCHED-LIGHT PADDED, CROTCHED-HEAVY PADDED AND CROTCHLESS-HEAVY PADDED HALF AND FULL HARNESS.

ALL HEAVY PADDED FULL HARNESS IS 4 INCHES HIGHER IN THE BACK FOR BETTER SUPPORT. BOTH THE FULL AND HALF, HEAVY PADDED HARNESS IS EQUIPPED WITH QUICK RELEASE BUCKLES.

### BUT THAT'S NOT ALL

OUR STANDARD HARNESS IS MADE TO MATCH 1985 AND 86 HOBIE SAIL COLORS WITH 4 OR 5 STRIPES. YOU HAVE A SELECTION OF 14 DIFFERENT COLORS AND MORE THAN A DOZEN DIFFERENT APPLIQUED DESIGNS WITH OUR CUSTOM HARNESS. YOUR INITIALS CAN BE SEWN ON. THE SELECTION IS LIMITLESS. SEND FOR OUR FREE CATALOGUE AND ORDER FORM.

### HURRY

PLACE YOUR ORDER IN TIME FOR CHRISTMAS

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# HOBIE BRIEFS

Continued from page 19

realized as the last day of competition mirrored the first two days. The only salvation was that races five and six were completed just in time for sumptuous wine and cheese.

"And then came the trophy presentation. Local artist and famous Hobie sailor, Fred Bircham, had developed a brilliant limited edition silkscreen of Hobies racing on Lake Okanagan. Just as the trophies were being awarded, what should never happen, happened. It started as a low rustle in the trees that was soon echoed in the yelping of frenzied Hobie sailors. The wind was up. Like animals that had been deprived of food for a week, the Albertans pounced off the shore and onto their boats. They growled at the wind, they salivated as they lifted a hull and they tore off into the sunset. At first, the local committee just stared blankly into space, then three of them simultaneously broke into a hysterical sob, one got drunk and our commodore, Pat Dandeneau, sold her boat claiming she just couldn't stand the pressure any more.

"Finally, the local Regatta Committee survived, but not without undergoing some major shifts in their lifestyles. Our new commodore, Pat Dandeneau, has gone so far off the deep end that she's decided to have kids, twins no less. Kim and Judy Doutré are opening a fast food restaurant, Gordon Petley (Pitchpole) Jones is moving to Australia in an attempt to sail his boat upright, Gloria Sloan, the dealer, is selling the business and going into auto parts, Jim Holt and Phil Gunhouse (race committee) have decided to open a cottage brewery and I have decided to take a course in meteorology and become a world renown wind forecaster."

## SUPER HOT, GO-FAST SPECIALS FROM HELMAR SPORTS



**DEEP SEE Surf Sock**  
Provides warmth, comfort & protection.  
Neoprene boot/soft sole.  
Color: Navy Blue  
Sizes: XS,S,M,L,XL  
(women order one size smaller)  
Price: \$20.95

**CASIO® Digital Water-sport Chronograph** with dual programmable countdown timers.  
Men: (W-500) \$37.95  
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**DEEP SEE Gear Bag**  
Sturdy bag with exclusive wind-tunnel design allows damp items inside to air and dry.

Colors: Hawaiian Blue or Black  
Prices: Deep See I (21" x 11") \$21.95  
Deep See II (27" x 13") \$26.95  
Deep See III (32" x 14") \$34.95



**Famous AQUA METER®**  
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While they last!  
**SPECIAL LOW PRICE!**  
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Sizes: Men's S,M,L,XL;  
Ladies' - S,M,L,XL  
Color: Navy Blue

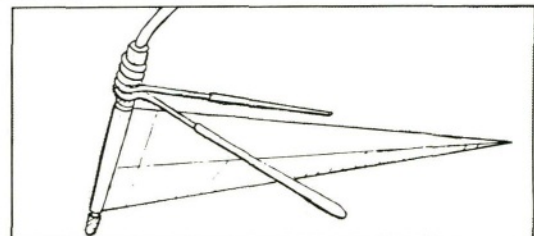


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### WIN'tenna

Reference arms make it easier to see exactly what your bridle vane is telling you. WIN'tenna can be set for close reach or any other point of sail. Good indication is especially important on a broad reach where maximum boat speed often separates the winners.

CM7712TA Win'Tenna w/repl. vane ..... 3.95  
CM7703 Bridle-Vane ..... 9.00  
CM7705 H-18 Adapter ..... 5.50

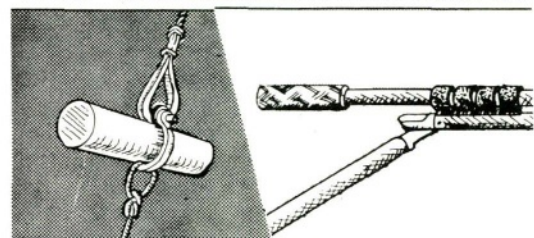
**HALYARD HANDLE** a big help for main sail hoist H-14 & H-16

CM 7702 Halyard Handle  
(for installation on 3/32 wire) ..... 2.00  
CM 7702S Halyard Handle w/shackle  
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### HIKING STAY & GRIP KIT

Tames your hiking stick — using it comes naturally

CM 7710 Kit ..... 4.50




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Please send for free brochure, CA residents add 6% sales tax.



Sailing Systems, Inc.



SSI's Universal sail and boom bag for the Hobie 14, 16, and 18 is made from coated Nylon Pack Cloth, has a full length zipper for easy entry, and carrying straps that are sewn in. It's good protection while trailering and while storing the sails on the boat.

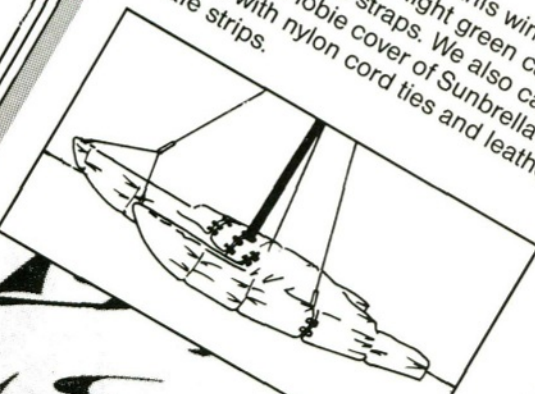
Protect valuable dagger boards! SSI stocks an excellent, fully padded daggerboard cover with sewn in shoulder straps for easy carrying. Fabric is filled with soft foam for maximum protection to the board's edges. A must for racers!



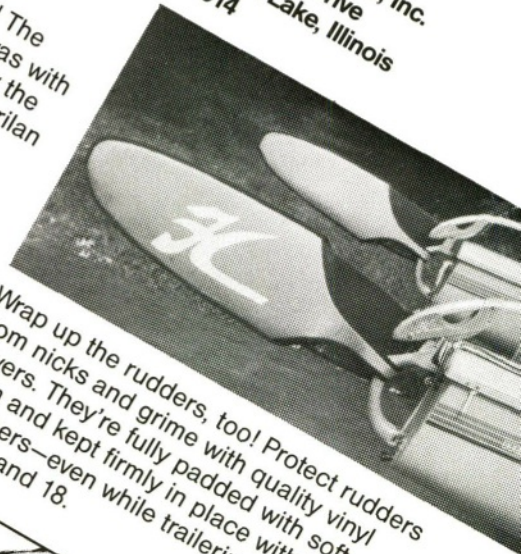
# Wrap it up right!

Wrap up this year's sailing season right with SSI. See your local dealer or check your SSI catalog for more ideas to help protect your boat during the winter.

Wrap up the entire boat this winter! The Hobie boat cover is light green canvas with Velcro® secured straps. We also carry the heavy duty Hobie cover of Sunbrella Acrilan canvas with nylon cord ties and leather chafe strips.



Sailing Systems, Inc.  
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Wrap up the rudders, too! Protect rudders from nicks and grime with quality vinyl covers. They're fully padded with soft foam and kept firmly in place with Velcro® fasteners—even while trailering. Fits Hobie 14, 16, and 18.

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# Coleman keeps the fun flowing.

When you're enjoying the outdoors with friends, make Coleman your constant companion.



This new two-liter jug features a flip-top spout for easy, accurate pouring — even on a boat deck.

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Take along at least one of Coleman's husky chest-type coolers, too, to get the party going.



See these and other great Coleman products at your retailer. For our free catalog, write to Coleman, 250 North St. Francis, Wichita, KS 67201.

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**We outfit your outdoors.**